Oxcart Operations Record Copy

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HH-43B
AIRCRAFT ACCIDENT

FICIAL USE ONLY

10 JUN 66

3 excess copies were destroyed 13 JUN 70 KV

CLASSIFIED MESSAGE

S E C R E T

ORIG: [redacted] 25X1A

UNIT: OXC/OSA

EXT: 6847

DATE: 25 JULY 1966

ROUTING

1	OXC/OSA	9	
2	OXC/OSA	10	
3	D/SA	11	
4	D/EA/OSA	12	
5	MD/OSA	13	
6	SS/OSA	14	
7	R B/OSA	15	
8		16	

ASSIGNED		DEFERRED		PRIORITY	INITIALS
		ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

	INIT	ACT	INFO
CHIEF			
OPS	Dag ✓		
PLANS			

TO:

FROM:

CONF:

INFO:

HOLD FOR:

T.H.

FILE ✓ 2-12

OSA 1-20

25X1A

29089

TO S E C R E T INFO 28 1534Z DTE [redacted] 3817

per this wire - this case closed.

25X1A [redacted]

OXCART OPS

25X1A REF: [redacted] 2293

SUBJ: H-43 ACCIDENT

25X1A [redacted] FROM GEN LEDFORD

1. PROJ HQS IN RECEIPT OF H-43 ACCIDENT REPORT.

2. CONCUR IN FINDINGS AND CORRECTIVE ACTIONS TAKEN.

3. AS PER REF, REPORT WILL NOT BE DISTRIBUTED OUTSIDE PROJ HQS.

END OF MESSAGE

25X1A

MD/OSA [redacted] signed in draft

25X1A [redacted]

25X1A [redacted]

JACK C. LEDFORD
D/SA
RELEASING OFFICER

COORDINATING OFFICERS

S E C R E T

D/O/OSA
AUTHENTICATING OFFICER

Copy No.

USAF Declass/Release Instructions On File

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USAF ACCIDENT/INCIDENT REPORT CHECKLIST AND INDEX

TAB LETTER		NOT APPLICABLE	APPLICABLE NOT ATTACHED	ATTACHED	NO. FORMS ATTACHED
A	AF FORM 711			X	
B	AF FORM 711a	X			
C	AF FORM 711b			X	
D	AF FORM 711c			X	
E	AF FORM 711d	X			
F	AF FORM 711e	X			
G	AF FORM 711f	X			
H	AF FORM 711g			X	
I	UNSATISFACTORY REPORT	X			
J	TEARDOWN DEFICIENCY REPORT	X			
K	LIST OF TECHNICAL ORDERS NOT COMPLIED WITH			X	
L	AFTO FORMS 781 SERIES			X	
M	AF FORM 5			X	
N	STATEMENTS			X	
O	REBUTTALS	X			
P	ORDERS APPOINTING INVESTIGATING BOARD			X	
Q	BOARD PROCEEDINGS	X			
R	DD FORM 175 OR DD FORM 1080			X	
S	DD FORM 365 (Weight and Balance Clearance Form F)			X	
T	STATEMENT OF DAMAGE TO PRIVATE PROPERTY	X			
U	CERTIFICATE OF DAMAGE (List of Parts Damaged), MANHOURS REQUIRED TO REPAIR, AND COST			X	
V	TRANSCRIPTS OF RECORDED COMMUNICATIONS			X	
W	ANY ADDITIONAL SUBSTANTIATING DATA REPORTS	X			
X	OTHER AF FORMS (Failure and Consumption Reports, Etc.)			X	
Y	DIAGRAMS (Fall Out—Impact Area, Etc.)			X	
Z	PHOTOGRAPHS			X	

Whenever "Applicable but not attached" column is marked for any of the above items, information must be entered under remarks to indicate what action has been taken or will be taken to obtain the required attachment. Lettered tabs shown above will be inserted for corresponding attached items, i.e.; Tab N will always be used for Statements, Tab P for Orders Appointing Investigating Board, etc. Tabs will be omitted on those items not applicable.

REMARKS:

AF FORM DEC 62 711h

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TAB

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USAF ACCIDENT/INCIDENT REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

1. DATE OF OCCURRENCE (Year, month and day)	2. VEHICLE(S)/MATERIEL INVOLVED (TMS & Serial Nr., if applicable)	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial Nr.)
10 June 1966	HH-43B/581847	N/A

4. PLACE OF OCCURRENCE: STATE, COUNTY; DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE, GIVE DISTANCE FROM NEAREST BASE	5. HOUR AND TIME ZONE LOCAL	6.
[redacted] 25X1A	1040 PDT	[X] DAY [ ] NIGHT [ ] DAWN [ ] DUSK

7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Name and Base Code
AFLC WPAFB MCSCE-7						

8. *(List organizations of second vehicle, if they differ from Item 7 above)*

9. BASE AND COMMAND SUBMITTING REPORT *(Do not Abbreviate)*

[redacted] 25X1A

10. **LIST OF PERSONNEL DIRECTLY INVOLVED**

(For aircraft include operator and all other persons whether in plane or not. If more space is required to list all personnel, use additional sheet(s).)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
[redacted]					P	Sr Plt	N/A
					FF	NR	N/A
					FF	NR	N/A
					RS	NR	N/A
					RS	NR	N/A

25X1A

11. NARRATIVE DESCRIPTION OF ACCIDENT: Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap as applicable, the results of investigation and analysis to include discussion of all cause factors listed, findings, and recommendations, and any corrective action taken. *(Continue on reverse, if more space needed.)*

See Tab "A" for:

1. History of Flight
2. Investigation and Analysis
3. Findings
4. Recommendations

25X1A

12. CERTIFICATION BY *(Title)* Investigating Officer [redacted] DATE 6 July 1966

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25X1A

HISTORY OF FLIGHT

On 10 June 1966 at 1016 hours, [redacted] and crew took off in the HH-43B helicopter (S/N 58-1847) for a one hour special mission. Engine start, takeoff and flight were normal until the third approach. The mission entailed the placement of colored reference markers at specified distances and headings from the EG&G test complex. These markers, after positioned, were to be used by the helicopter section to expedite search and recovery of test items that are dropped from a C-47. EG&G radar was used to direct the helicopter to a point over the predetermined areas for air dropping the markers. In order to stay out of ground clutter the helicopter was flown at 5500 MSL (870 to 900 feet above the ground). In order to 25X1A accurately position the markers [redacted] decided it was necessary to make steep approaches to drop areas. The first steep approach was started from 870 feet above the ground. The second two were made from 370 to 400 feet above the ground since radar control could be maintained at that lower altitude. Markers were dropped from the side door of the helicopter from a five foot hover at the completion of the first two approach- 25X1A es. [redacted] (dropmaster) assisted in dropping the markers. All three steep approaches were accomplished at airspeeds of 20 to 30 knots. Hover power was approximately 25 psi torque with a 10 psi power reserve. The third steep approach was normal and approximated the two previous approaches until a point 200 to 250 feet above the ground. 25X1A At this point [redacted] was adding power to slow his descent when the descent increased. The airspeed was decreasing 25X1A so [redacted] further increased power and lowered the nose to abort the approach, which is the standard procedure used for a go around. The descent suddenly increased to a greater rate (up to 2000 feet per minute) and was noticed by all of the crew. Maximum power was applied in an attempt to recover. 25X1A [redacted] brought the helicopter to a landing attitude when it became apparent ground contact was inevitable. Due to the high rate of descent the helicopter made an extremely hard landing. Ground speed at the time of impact was approximately five knots. Immediately after touch down (6 miles, 320° mag from base, at 1040 hours) the helicopter pitched down 25X1A and to the right. [redacted] recovered the helicopter and became airborne immediately. The helicopter was found to operate normally. Damage assessment was made; it was noted that there was extensive damage to the right main landing gear 25X1A and the right nose gear was missing. [redacted] noticed a dust devil slightly to the left and to the rear of the impact 25X1A point while making damage assessment. [redacted]

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terminated his mission with EG&G and notified the tower of the damage. He requested a landing platform be constructed for his landing. The remaining markers were dropped and the three crew members in the cabin were lowered to the ramp by the hoist. [redacted] landed on the prepared landing pad, shut down the engine and terminated the flight.

25X1A

INVESTIGATION AND ANALYSIS

1. After investigating all possible aspects of the accident, it has been determined that the only factors involved in causing the accident were weather and pilot technique.

2. Since the helicopter operated normally before and after the accident it was determined that maintenance was not a factor.

3. Investigation of the damaged helicopter indicated that material failure was a result of, rather than a cause of the accident.

25X1A

4. [redacted] first two approaches (prior to the accident) were made without difficulty; his recovery from the hard landing and subsequent landing without landing gear, indicated that there were no physiological factors involved. Personnel who observed his flight from the time of the accident to his final landing praised his flying ability and commented that his reactions to the emergency and operation of the helicopter were outstanding.

5. The steep approach used to accurately place the markers may have had some bearing on the accident when coupled with the encounter with a dust devil. It is suspected that during the approach a dust devil developed under and to the rear of the helicopter. The dust devil then moved into the flight path causing a wind shift and severe down wind condition. It was at this time that power was being added to slow the descent. At low airspeeds (under 30 knots) during a steep approach, a sudden tail wind will cause loss of airspeed and settling-with-power. In order to recover from this condition it is necessary to lower the nose of the helicopter and apply power. Maximum power must be used when power settling occurs at low altitudes above the ground. Altitude must be sacrificed to gain airspeed and fly out of this condition. The lowering of the nose in the initial stages of the recovery maneuver will increase the rate of descent substantially. It is normal to expect a 200 to 300 foot loss of altitude in a recovery of this nature.

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FINDINGS

1. It has been determined that weather was the primary cause of this aircraft accident. The helicopter encountered a dust devil which caused a wind shift and severe down wind conditions. The dust devil formed sometime during the radar vector and approach and was not seen by the crew. It probably lacked enough dust and debris to be seen during the radar vector and
25X1A fully developed under and to the rear of the helicopter during the initial stages of the approach. [redacted] estimated the diameter of the dust devil to be 30 feet. A dust devil of this size could produce a wind of from 20 to 40 knots. Airspeed at the time of the encounter with the dust devil was approximately 20 knots. It is estimated that the helicopter's airspeed dropped to under 10 knots when an estimated 20 to 40 knot tail wind occurred. When he lowered the nose and applied power to fly out of this condition the rate of descent increased. He realized the helicopter was going to hit the ground and assumed a landing attitude. The damage occurred and was a
25X1A result of ground impact. (See Tab U and Z).

2. The probable cause factor of this accident was [redacted]
25X1A [redacted] decision to make a steep approach. This approach made it possible for the dust devil to form under and behind his flight path in a position not visible to the crew. It has been determined that a shallow or normal approach would have been more advisable. (See paragraph 2 Recommendations)

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RECOMMENDATIONS

1. The following recommendations proposed by the Detachment Commander have been complied with and are in full agreement with the investigating officer:

a. A flying safety meeting was held and summer weather was again discussed with special emphasis placed on dust devils and their effects. The briefing was given by a qualified weather officer.

b. The detachment helicopter pilots have thoroughly reviewed the accident and are familiar with the dangers of flight in the vicinity of dust devils. They will also adhere to the approach mentioned in paragraph 2 of Recommendations.

25X1A

c. [redacted] will be given a post accident evaluation flight as soon as possible.

2. On all subsequent missions of this type the radar vector portion will be flown at five hundred to one thousand feet above the ground and upon reaching a point over the desired area, a descending circling approach will be made. This type of approach will allow the pilot to maintain a higher airspeed and have a full view of the landing area. He will be able to watch for adverse weather conditions and still keep the marker drop off or landing point in sight. The final leg of this approach will be set up to allow a shallow or normal approach.

TAB

AIRCRAFT ACCIDENT/INCIDENT REPORT

Form is filled out for principal aircraft involved. *(Appropriate blocks only should be filled out on secondary aircraft.)*

1. ACCIDENT/INCIDENT CLASSIFICATION *(Check one)*

	Major	Minor		
Flight Accident Resulting in Aircraft Damage	☐	☒	Accident Not Resulting in Aircraft Damage	☐
Aircraft Non-flight Accident	☐	☐	Air Force Aircraft Incident	☐

2. Aircraft/Serial Number	3. Type, Model, Series, Block No.	4. Assignment/Status Code (AFM 65-110)
581847	HH-43B	LOG AFLC (MCSCE-7) WPAFB

5. If aircraft was being ferried or delivered indicate gaining and losing organizations, date of transfer, ultimate destination.

N/A

6. CLEARANCE: From Local To To

7. Filed: VFR X VFR— ON TOP IFR Local Other Direct Airways (Controlled)

8. Flight reference at time of accident: Contact X Instrument: Actual Sim. Other Unk.

9. Duration of Flight: Hrs. 1 Mins. 10

10. Mission of flight: Place distance and direction markers

11. ALTITUDE DATA	Cleared Alt. MSL	Altitude above terrain acdt sequence began	Altitude MSL impact point	Highest altitude MSL flown	Time flown highest alt.
	N/A Ft.	Approx 200 Ft.	4630 Ft.	5500 Ft.	Hrs. Min. 5

12. Fire and explosion data
a. Fire: N/A — None Inflight Ground — Result of grd. impact? Yes No
b. Explosion: None Inflight Ground — Result of grd. impact? Yes No

13. Airfield data: Applicable to takeoff and landing accidents occurring within 2 miles of airfield N/A
Field elevation in use Ft. — Composition of rnwy. Asphalt Concrete
Length of runway in use Ft. — Other *(Specify)*
Length of overrun Ft. — Composition of overrun *(Specify)*
Distance of touchdown from runway Ft. — Surface condition. Dry Wet Icy
Heading of runway ° — Other *(Specify)*
Conditions affecting occurrence; e.g., type of instrument or lighting approach aid used, obstructions, barrier, airspeed, gross weight, forced landing

14. *(If answer is "Yes," to either question, discuss under item 11, AF Form 711)*
Violations ☐ Yes ☒ No — Breaches of air discipline ☐ Yes ☒ No

15. PHASE OF OPERATION: e.g. take off roll, initial climb, normal flight, acrobatics, landing approach, flareout: Approach to a hover

16. TYPE OF ACCIDENT: e.g. gear-up landing, mid-air collision, abandoned aircraft, fire or explosion in flight, undershoot, overshoot: Hard landing

17. WEATHER AT TIME AND PLACE OF ACCIDENT: *(If a factor in the accident, attach statement of weather officer)*

Sky conditions	Visibility	Wind direction and velocity	Temperature	Dew point	Alt. setting	Other weather conditions
Clear	15 Miles	Calm to NW 5-10	76°	40	30.00	Occasional Dust Devils

PILOT(S) INVOLVED (FLIGHT CREW)

18. OPERATOR *(Person at controls at time of accident)*
a. LAST NAME *(Jr., II, etc.)* FIRST NAME MIDDLE NAME [redacted] | NATIONALITY: USA | YR. OF BIRTH: 35

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat Rear or Right Seat X
c. ASSIGNED DUTY ON FLIGHT ORDER: AC IP P X CP Other *(Specify)*

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group
Hq Comd				[redacted]

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
						25X1A

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
Plt 30 Apr 59	Sr Plt 30 Apr 66	Type AF No. 2; Date of expiration 27 Aug 66	Primary 1025C; Duty 1025C

19. OTHER PILOT
a. LAST NAME *(Jr., II, etc.)* FIRST NAME MIDDLE NAME | GRADE | COMPONENT | SERVICE NUMBER | NATIONALITY | YR. OF BIRTH

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat Rear or Right Seat Other
c. ASSIGNED DUTY ON FLIGHT ORDER: AC IP P CP Other *(Specify)*

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base

f. ORIGINAL AERONAUTICAL RATING	g. PRESENT AERONAUTICAL RATING	h. INSTRUMENT CARD	i. AFSC
		Type; Date of expiration	Primary; Duty

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED ON ADDITIONAL SHEET FOR EACH.

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20. **FLYING EXPERIENCE** *(Attach copy of AF Form 5 for Pilot(s) involved as outlined in AFR 127-4.)*

ASSIGNED DUTY ON FLIGHT ORDERS: *(Give last names only. List all flight times to nearest hour.)*	Pilot	Co-Pilot	Inst. Pilot	Acft. Cmdr.	Student Pilot
	[redacted]	25X1A			
a. Total flying hours *(Including AF time, student and other accredited time):*	2031:00				
b. Total Jet Time:	2:00				
c. Total 1st Pilot/IP hours, all Aircraft:	1449:00				
d. Total Weather Instrument Hours:	48:00				
e. Total 1st Pilot/IP hours this Model:	1209:00				
f. Total 1st Pilot/IP hours last 90 Days:	91:00				
g. Total 1st Pilot/IP hours last 90 Days this Model:	56:00				
h. Total 1st Pilot/IP hours weather and hood last 90 Days:	20:00				
i. Total Pilot hours night last 90 Days:	12:00				
j. Total Pilot hours last 30 Days:	43:00				
k. Total 1st Pilot/IP hours last 30 Days:	38:00				
l. Total 1st Pilot/IP hours last 30 Days this Model:	28:00				
m. Date and Duration last previous flight this Model: 10Jun66	:45				
n. Date of last proficiency flight check:	15 Feb 66				

21 **CAUSATIVE AGENCY**

Cause Factors *(Check one primary and all applicable contributing and probable factors.)*

	Primary	Contributing	Probable
Operators			
Pilot			X
Co-Pilot			
Controller (Drones)			
Crewmembers *(Other than Operator)*			
(Specify)			
Supervisory Personnel			
(Specify)			
Maintenance Personnel			
Type of pers. and orgn. level			
Other Personnel			
(Specify)			
Materiel Failure or Malfunction			
Engines			
Airframe			
Landing Gear			
Other *(Specify)*			
Airbase or Airways			
Weather	X		
Misc. Unsafe Conditions			
(Specify)			

Undetermined ☐

22. **DAMAGE**

Damage to Aircraft	Damage Beyond Economical Repair	Manhours to Repair	Cost *(Est.)*
☐ Destroyed ☒ Minor ☐ Substantial ☐ None	☐ Yes ☒ No	396	$ 16,107.98

Description of Damage *(Describe briefly extent of damage to aircraft and any property damage incurred)*

See Tab "U" - No property damage

25X1A

23. **AUTHENTICATIO** [redacted]

President	
Maintenance Officer	Medical Officer
AACS Representative	AWS Representative
Member	Recorder

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AIRCRAFT MAINTENANCE/MATERIEL REPORT

Use this form when AF aircraft accident/incident involves inadequacy, malfunction or failure of AF materiel.

1. AIRCRAFT TM & SERIAL NUMBER	2. SPECIAL REPORTS DATA	
	a. Were Previous UR's Submitted on Factor(s) Involved? ☐ Yes ☒ No	b. No. and Date of UR's Submitted as Result of This Accident (Attach copy) N/A
HH-43B 58-1847	c. Is TDR Requested? ☐ Yes ☒ No	d. No. of T.O.'s Not Complied With at Time of Accident (List T.O. Nos. and titles on separate sheet(s)—Tab K) 2

3. AIRCRAFT HISTORICAL DATA

Item	Aircraft	Part, Component or Accessory
Identification of Aircraft/Part, etc.	58-1847	
Air Force Acceptance Date	30/11/9	
Total Flight Hours	1712.0	
Last Overhaul Date	None	
Overhauling Activity (Name and location)	None	
Hours Since Overhaul	N/A	
Hours Since Last Periodic Inspection Phase	10.5 hrs	
Date of Last Periodic Inspection	10/05/6	
Type of Last Periodic Inspection	21 ph	

4. ENGINE HISTORICAL DATA

(Complete a separate column for each engine involved. Also, complete a separate column for each power plant component involved.)

Installed Position	1			
Engine Model and Series	T53 L1B			
Engine Serial Number	LE00246A			
Total Engine Hours	719.3			
Number of Major Overhauls	1			
Hours Since Last Major Overhaul	385.4			
Date of Last Overhaul	20 Aug 64			
Overhaul Activity	Aradmac, Corpus Christi, Texas			
Date Last Installed	26/07/5			
Hours Since Last Installed	291.4			
Date of Last Periodic Inspection	10/05/6			
Type of Last Periodic Inspection	22 Phase			
Fuel (Type and octane rating)	JP4			

5. FIRE DATA

N/A

(To be completed when fire or chemical explosion occurs, not resulting from ground impact. Indicate: P—Probable or K—Known, in squares below.)

a. MATERIEL FAILURE CAUSING THE FIRE				b. IGNITION SOURCE				c. COMBUSTIBLE MATERIAL			
Electrical System		Propulsion System		Electrical System		Static Electricity/ Lightning		Cargo		Hydraulic Fluid	
Fuel System		Other (Specify)		Pneumatic System		Other (Specify)		Electrical Insulation		Lubricating Oil	
Hydraulic System				Propulsion System				Explosives		Other (Specify)	
Pneumatic System		Unknown				Unknown		Fuel		Unknown	

d. AIRCRAFT FIRE EXTINGUISHING SYSTEM				e. FIRE/OVERHEAT WARNING				
	Fixed	Portable		Fixed	Portable		Fire Detector	Overheat Indicator
Extinguished Fire			Not Activated and Not Near Fire			Operated Properly		
Reduced Fire			If Discharged, Chemical Used			Not Operated, but Near Fire		
No Effect When Discharged			If Discharged, Amount of Chemical Used			Not Operated and Not Near Fire		
Activated but Did Not Discharge			Other Pertinent Info.			Not Installed		
Not Activated but Near Fire						Other (Specify)		

f.	SHUT OFF PROCEDURE	RESULTS OF ALLOWING FIRE TO BURN OUT	g. EFFECT OF FIRE	MARK ONE
Extinguished Fire			Catastrophic	
Reduced Fire			Increased Severity of Mishap	
No Effect			No Change in Severity of Mishap	
Not Accomplished			Unknown	
Unknown				

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6. LOCATION OF INITIAL FIRE

	Known	Probable		Known	Probable		Known	Probable
Baggage Compartment			Aft of Firewall			Wheel Well		
Bomb Bay			Forward of Firewall			Cargo-Passenger Compartment		
Cockpit/Crew Quarters			Rocket Pod			Other *(Specify)*		
Engine Section			Tire/Wheel/Brake			Unknown ☐		

7. MISCELLANEOUS CHEMICAL EXPLOSION DATA

	Known	Probable		Known	Probable
Initial Ignition Occurred in an Explosive Manner Prior to Ground Impact.			Intensity of Explosion Was Sufficient To Cause or Appreciably Contribute to In-Flight Airframe Break-Up.		
Explosion Occurred After Fire and Before Ground Impact.			Other Significant Data *(Specify)*		
Explosion Occurred Subsequent to Ground Impact.			Unknown or Not Available.		

8. AIRCRAFT MAINTENANCE OFFICER'S ANALYSIS AND SPECIFIC ACTION TAKEN

Describe difficulties involved and relationship of the various components to the accident. Describe specific action taken. For Fire Data describe the fire and/or chemical explosion. Cover in detail any noted deficiencies, malfunctions of fire detecting and extinguishing equipment, or questionable procedures. When discussing specific equipment, give the name of manufacturer, part numbers, etc., and state whether or not a UR has been submitted. Include any additional information or opinion of possible value to future technical analysis of this report.

Maintenance not a factor.

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LIFE SCIENCES REPORT OF AN INDIVIDUAL INVOLVED IN AN AF ACCIDENT/INCIDENT
SECTION A. AIRCRAFT ACCIDENT/INCIDENT

1 GENERAL

[redacted] c. Aircraft Type, Model, Series (as applicable) HH43B 25X1A

d. Primary AFSC	e. Duty Assignment	f. Current Rating	g. Age	h. Height	i. Weight	j. Years of Educ.	k. Activity at time of Accident/Incident
1025C	1025C	Sr Pilot	30	72"	165	16	Pilot Right seat

2 MEDICAL DATA

a. Degree of injury: None X Minor ___ Major ___ Fatal ___ Missing ___	b. Days Hospitalized	c. Days in Quarters	d. Total Days to be Lost
	0	0	0

e. Waiver: Yes ___ No ___ X Specify ___

f. If Fatal: Was Autopsy Form Submitted to AFIP? Yes ___ No ___
Were Specimens Submitted to AFIP? Yes N/A No ___ Frozen ___ Fixed ___

g. Diagnosis: Describe Fatalities, Injuries and Causes (Use Basic Diagnostic Nomenclature, AFR 160-13). Specify Primary Injury in non-fatal or primary cause of death in fatal.

None

3 PHYSIOLOGICAL INCIDENT (Complete Items 1, 2, 3, 4, 5, 6, 7, and 10 as applicable)

a. Type Mission 0 | b. Duration of Flight 1+10 | c. Single Ship [X] Formation [ ] | d. Ind. Alt at time of inc.

e. Cabin Alt at time of inc 5500ft | f. Time at Alt. 24 min | Aircraft Pressurization ground checked on N/A

g. Did you use O_2 Preflight? Check: Yes [ ] No [X] | h. Regulator Setting Last Check on ___ Type Regulator Used N/A | i. Oxygen System Pressure at takeoff: at time of Incdt N/A Capacity ___

j. Last Check of O_2 System on N/A | k. Type of Mask N/A Adequate Fit: Yes [ ] No [ ] Checked within 15 days [ ] 30 days [ ] Over 30 [ ] | l. Time Lapse between incident and examination 2 hours

m. Specify Tests (Specify Type and Results):
CO N/A Blood Sugar N/A Hgb N/A CO_2 N/A

n. Attach a diagram of the flight profile involved, use additional sheet(s)

4 PSYCHOPHYSIOLOGICAL FACTORS

Check only factors present. Explain the basis for your determination in Item 10. Cite all clinical and lab evidence

FACTOR	Not Sig	CONTRIBUTED TO ACCIDENT: Definite	Probable	Possible	FACTOR	Not Sig	CONTRIBUTED TO ACCIDENT: Definite	Probable	Possible
Aging					Preoccupation/ Channelized Attention				
Alcohol					Other				
Air Sickness					Fatigue				
Auditory Interference					G-Forces				
Body Build					Hyperventilation				
Boredom					Hypoxia				
Cardiovascular					Illness				
Discipline					Language Barrier				
Distraction					Missed Meals				
Drugs and/or Self-Medication					Motivation/Morale				
Dysbarism (Specify)					Spatial Disorientation				
Emotional Disturbances					Task Over-saturation				
Anxiety					Unconsciousness				
Fear					Vertigo				
Get-Homeitis					Visual Restriction				
Irrational Behavior					Other Related Factors (Explain)				
Over Confidence					No Factors Present	X			
Panic									

5 ENVIRONMENTAL FACTORS (Check only factors present. Explain the basis for your determination in Item 10. Cite all clinical and lab evidence)

FACTOR	Not Sig	CONTRIBUTED TO ACCIDENT: Definite	Probable	Possible	FACTOR	Not Sig	CONTRIBUTED TO ACCIDENT: Definite	Probable	Possible
Air Pressure, i.e. Rapid Decompression, Pressure Loss, Etc., Specify					Smoke, fumes				
Cold					Vibration				
Deceleration Forces					Weather				
Heat					Windblast				
Light Intensity					Other Related Factors, Specify				
Noise					No Factors Present	X			

6 TRAINING RELATED TO THIS ACCIDENT/INCIDENT (Give Dates Accomplished)

a. Ejection Seat Training: N/A Seat Simulator ___ Ejection Seat Tower ___ Previous Ejection N/A
Lectures/Demonstrations ___ Other (Explain) ___

HOURS
Total Flying Time 2031:00
This model 1209:00

b. Survival Training:
USAF School: Ground N/A Water ___ Arctic ___ Jungle ___ Lectures/Demonstrations ___ Other ___

c. Parachute Training:
Jump School: N/A Nr. Previous Jumps 25X1A Lectures/Demonstrations ___ Other 25X1A

d. Physiological Training Date 18 Feb 66 Place [redacted]
e. Last Chamber Flight Date 18 Feb 66 Place [redacted]
f. Type Flight Type II Refresher

g. AFSC or Other Training	h. Name of Course or OJT	i. Dates Attended	j. Aptitude Scores Applicable
N/A			

SECRET

7 PERSONAL PROTECTIVE AND SURVIVAL EQUIPMENT

Specify all applicable items of equipment on appropriate line and specifically indicate all types of clothing worn and any other equipment that influenced operation.

ITEM	EXAMPLE	TYPE	NOT AVAILABLE	AVAILABLE: Not Used	AVAILABLE: Used – Functioned	AVAILABLE: Used – Failed
Head Protection	P-4B, HGU-2/P, HGU-6/P	HGU-2/P			X	
Eye Protection	Visor, Glasses	Glasses			X	
Ear Protection	Ear Plugs, Muff			X		
Oxygen Mask	MBU-5/P MBU-3/P			X		
Clothing Worn	K-2B, A/P-22S-2	K-2B			X	
Clothing, Survival	Sleeping Bag, Down-Filled Suit			X		
Gloves	B-3A, MG-1	B-3A			X	
Footgear	Alert Boots, Combat Boots	Combat Boot			X	
Body Restraints	Seat Belt, Shoulder Harness	Both			X	
Life Vest	LPU-2/P			X		
Life Raft	PK-2, E-28			X		
Survival Kit, Container	Global, MD-1			X		
Communications	URC-11, SARAH			X		
Other Signaling Devices	Flares, Mirrors, Whistle			X		
Rations	Food/Water, Provided/Forged			X		
Survival Equipment	Rifle, Fishing Gear			X		
Seat	Fwd/Rear Facing, Side, Fixed, Etc.	FIXED			X	
Other Equipment	Flashlight, etc. (Specify)			X		

8 ESCAPE

a. General: (Check or fill in as appropriate) N/A

Ejection ☐ Bailout ☐ Landing Surface: Ground ☐ Flat ____ Mtns ____ Ice/Snow ____ Hilly ____ Desert ____ Wooded ____ Swamp ____ Other (Exp) ____

Water ☐ Calm, Shallow ____ Deep ____ Rough, Shallow ____ Deep ____ Unknown ☐

b. Surface Winds, Knots ____ (estimate if unk) | Dragged: Yes ☐ No ☐ | Difficulty releasing Chute Canopy: Yes ☐ No ☐

c. Reason for Jump (if more than one indicate):

Fuel Exhaustion ____ Fire ____ Engine Failure ____ Mid-Air Collision ____ Loss of Control ____ Other (Exp) ____

d. Attitude of Aircraft:

Level ____ Inverted ____ Dive ____ Bank ____ Spin ____ Spiral ____ Climb ____ Other (Exp) ____

e. Altitude above Surface IAS (If not known, approx.) Seat Catapult: Ballistic Rocket

f. Difficulties Initiating Escape:

Centrifugal Force ____ Canopy/Hatch Failure ____ Injury ____ Actuating Controls (Specify) ____ Other (Exp) ____

g. Difficulties During and After Escape:

Clothing/Equipment Interference ____ Seat entangled in Shroud Lines ____ Legs/Arms entangled in Shroud Lines ____ Automatic Lap Belt Malfunction ____

Held onto Seat Actuating Controls ____ Did not Separate ____ No Diff ____ Other (Exp) ____

h. Seat Separation Device Installed: Yes ____ No ____ Functioned Properly: Yes ____ No ____

Failed: Webbing ____ Initiator ____ Other (Exp) ____

i. Type Parachute: Seat ____ Back ____ Canopy release: Single ☐ Double ☐ Canopy: 28' ____ 30' ____	Parachute equipped with Zero Delay Lanyard: Yes ____ No ____	Connected to D-ring: Yes ____ No ____	Automatic Lanyard Connected: Yes ____ No ____

NOTE: A narrative statement will be prepared by each ejectee and/or survivor to include all information pertinent to escape and survival. The statement will be attached to this form. In the event of a fatality, the statement will be prepared by the Flight Surgeon.

9 N/A RESCUE AND/OR SURVIVAL

a. Survival Involved (Survival implies any water landing and anytime over 1 hour before rescue on land) Yes ____ No ____

b. Distance nearest Rescue (military base) ____ NM | Time before Rescue ____ Hrs. | Transmitted distress signal: Yes ____ No ____ Transmitted position fix: Yes ____ No ____

c. Effects of Exposure: Frostbite Immersion Sea Sickness Insect Bites Sunburn Dehydration Other (Explain)

d. Primary Factor in Rescue: Radio/Beacon (Specify) ____ Flares ____ Mirror ____ Flashlight ____

Sea Marker Dye ____ Position Fix ____ Chaff ____ Local Population ____ Other (Specify) ____

e. Type Rescue: None Required ____ Ground Party, Military ____ Local Population ____ Helicopter/other Aircraft (Specify) ____

Boat ____ Self Rescue (Walked Out) ____ Other (Specify) ____

10 MEDICAL OFFICER'S RATIONALE, COMMENTS

This section is to include comment on medical, personal, social, family, industrial hygiene and allied factors in incident causation, and a description and analysis of the factors in injury causation. Injuries should be correlated with the operations of personal equipment, malfunctions and failures of structures, systems, etc. Pertinent contributing factors in items 3 through 9 should be commented upon. Include X-ray and laboratory findings. Pertinent recommendations are encouraged.

The pilot reacted calmly to the incident and no injury was sustained by personnel involved. There were no apparent psychophysiological or personal factors contributing to the causation of the accident.

25X1A

Date	Typed Name, Grade and Title of Medical Officer	Signature
29 Jun 66	[redacted]	

AF FORM DEC 62 711g

TAB

Approved For Release 2001/08/29 : CIA-RDP71B00590R000200110001-2

SECRET

List of Technical Orders Not Complied With

TO-1H-43(H)B-563 Mod of Cargo Release System
563 C & D

TO-1H43(H) 506 Inst of Public Address System H-43 Acft

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TAB

Approved For Release 2001/08/29 : CIA-RDP71B00590R000200110001-2

25X1A 25X1A 25X1A

SECRET

DATE 10/06/16 | CREW CHIEF [redacted] | ORGANIZATION [redacted] | AC [redacted] | AIRCRAFT SERIAL NO. 58-1847

A: LAST NAME–FIRST NAME–INITIAL, GRADE–SERVICE NUMBER, (ORGANIZATION AND STATION, IF TRANSIENT) (PRINT PLAINLY)	B: USE AS DIRECTED LOCALLY	C: DUTY	C: COND	D: DUTY	D: COND	E: DUTY	E: COND	F: DUTY	F: COND	G: TYPE AND NO. OF PENETRATIONS, APPROACHES, AND LANDINGS	H: FLIGHT DATA AND TOTAL NO. OF LANDINGS	I: TIME
[redacted]		P								A	TO Loc	LANDING 07:15
		0:15								3	FROM CAL	TAKEOFF 07:00
											MSN SYM 0 / TOTAL LDGS 3	FLIGHT 0:15
											TO	LANDING
											FROM	TAKEOFF
		CP									MSN SYM / TOTAL LDGS	FLIGHT
		0:15										
		P		CP						L	TO Loc	LANDING 09:15
		0:15		0:30						5	FROM CAL	TAKEOFF 08:30
		P		CP							MSN SYM 0 / TOTAL LDGS 5	FLIGHT 0:45
		0:30		0:15							TO	LANDING
											FROM	TAKEOFF
		FF									MSN SYM / TOTAL LDGS	FLIGHT
		0:15									BROUGHT FORWARD	
		RS									SUB TOTALS FORWARDED LDGS 8	TIME 1:00
		0:30										

AFTO FORM 781 PART I
MAR 82

A: LAST NAME–FIRST NAME–INITIAL, GRADE–SERVICE NUMBER, (ORGANIZATION AND STATION, IF TRANSIENT) (PRINT PLAINLY)	B: USE AS DIRECTED LOCALLY	C: DUTY	C: COND	D: DUTY	D: COND	E: DUTY	E: COND	F: DUTY	F: COND	G: TYPE AND NO. OF PENETRATIONS, APPROACHES, AND LANDINGS	H: FLIGHT DATA AND TOTAL NO. OF LANDINGS	I: TIME
[redacted]		RS									TO	LANDING
		0:30									FROM	TAKEOFF
		FF									MSN SYM / TOTAL LDGS	FLIGHT
		0:30										
		P								A	TO Loc	LANDING 11:20
		1:10								6	FROM CAL	TAKEOFF 10:10
		RS									MSN SYM 0 / TOTAL LDGS 6	FLIGHT 1:10
		1:10									TO	LANDING
		RS									FROM	TAKEOFF
		1:10									MSN SYM / TOTAL LDGS	FLIGHT
		FF									TO	LANDING
		1:10									FROM	TAKEOFF
		FA									MSN SYM / TOTAL LDGS	FLIGHT
		1:10										TOTALS

25X1A

25X1A

OPER [redacted] (SIGNATURE)

MAINTENANCE ACTIVITY: TOTAL FLIGHT TIME CHECKED AND TRANSCRIBED TO AFTO FORM 781–PART II AND AFTO FORM 781B. (SIGNATURE) [redacted]

Case 2001 [redacted] 0110001-2

OFFICIAL USE ONLY

LDGS 14 TIME 2:10

25X1A

SECRET

TAB

PILOT INDIVIDUAL FLIGHT RECORD

25X1A

25X1A

1. AF OR COMMAND	2. WING, GROUP, AND SQUADRON OR UNIT	3. PERIOD COVERED	4. SHEET NO.	5. NAME (Last - first - middle)	6. SERVICE NUMBER
Hq Comd	[redacted]	Apr-May-June 66	31	[redacted] 25X1A	[redacted] 25X1A
7. BASE AND LOCATION		**8. BIRTH (Day, month, year)**	**9. DUTY AFSC**	**13. INSTRUMENT CERTIFICATE**	**14. GRADE AND COMPONENT**
[redacted]		27 Aug 35	1025C	WHITE / GREEN / NONE	Captain (RegAF)
10. ORIGINAL RATING AND DATE	**11. PRESENT RATING AND DATE**	**12. DATE PHYSIOLOGICAL TRAINING CERTIFICATE EXPIRES**		**DATE OF EXPIRATION**	
Plt 30 Apr 59	SR/Pilot 30 April 1966	18 Feb 69		AF #2 27 Aug 66	

SECTION 1

DATE	TYPE MODEL SERIES	MISSION SYMBOL	LAND-INGS	INSTRUCTOR PILOT TIME	FIRST PILOT TIME	CLASSIFICATION OF INSTRUCTOR AND FIRST PILOT					COMMAND PILOT TIME	CO-PILOT TIME	CLASSIFICATION OF COMMAND AND/OR CO-PILOT			
						DAY		NIGHT		HOOD			DAY		NIGHT	
						VFR	WEATHER	VFR	WEATHER				VFR	WEATHER	VFR	WEATHER
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
APR																
1	U-3B	S-3	2		1:40	1:40										
4	HH43B	O	2		:20			:20								
5	HH43B	O	6		1:10	1:10										
5	U-3B	S-7	4		:45	:30				:15						
5	U-3B	S-8	1		:25	:25										
7	HH43B	O	12		1:20	1:20										
11	U-3B	S-8	1		2:00	1:00				1:00						
12	HH43B	O	8		2:10	1:15				:55						
12	U-3B	S-8	1		1:50	1:20				:30						
13	U-3B	S-2			1:40			1:40				1:40			1:40	
13	HH43B	O			1:05	1:05										
14	HH43B	O	20		3:25	3:25										
15	HH43B	O	6		1:10	:55				:15						
18	HH43B	O	6		1:30			:50		:40						
19	HH43B	O	5		1:05	:40				:25						
26	HH43B	S-5	1		:10	:10										
28	HH43B	S-5	7		2:10	2:10										
MAY																
2	HH43B	O	6		1:10	1:10										
2	HH43B	S-5	1		:35			:35								
3	HH43B	O	8		1:00	1:00										
4	HH43B	O	4		:30	:30										
4	HH43B	S-5	1		:20	:20										
5	U-3B	S-8			1:30	:45				:45		:05	:05			
6	U-3B	S-8			1:40	:25				1:15						
10	U-3B	S-8	5		2:05	1:00				1:05						
11	HH43B	O	4		1:45	1:05				:40						
12	HH43B	O	8		3:15	1:55				1:20						

SECRET

SECRET

PILOT INDIVIDUAL FLIGHT RECORD

1. AF OR COMMAND	2. WING, GROUP, AND SQUADRON OR UNIT	3. PERIOD COVERED	4. SHEET NO.	5. NAME (Last - first - middle)	6. SERVICE NUMBER
		Apr. May, June 66	31	[redacted]	

7. BASE AND LOCATION	8. BIRTH (Day, month, year)	9. DUTY AFSC	13. INSTRUMENT CERTIFICATE			14. GRADE AND COMPONENT
			WHITE	GREEN	NONE	Captain (RegAF) 25X1A

10. ORIGINAL RATING AND DATE	11. PRESENT RATING AND DATE	12. DATE PHYSIOLOGICAL TRAINING CERTIFICATE EXPIRES	DATE OF EXPIRATION

SECTION 1

DATE	TYPE MODEL SERIES	MISSION SYMBOL	LAND-INGS	INSTRUCTOR PILOT TIME	FIRST PILOT TIME	CLASSIFICATION OF INSTRUCTOR AND FIRST PILOT					COMMAND PILOT TIME	CO-PILOT TIME	CLASSIFICATION OF COMMAND AND/OR CO-PILOT			
						DAY		NIGHT		HOOD			DAY		NIGHT	
						VFR	WEATHER	VFR	WEATHER				VFR	WEATHER	VFR	WEATHER
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
13	HH43B	S-3	32		3:45	3:25				:20						
16	HH43B	O	9		1:30			:50		:40						
17	HH43B	S-3	7		2:25	1:40				:45						
19	U-3B	S-2			1:45			1:45				1:45			1:45	
19	U-3B	S-8	5		1:30	:30				1:00						
20	HH43B	O	5		1:00	1:00										
24	HH43B	S-5	3		1:00	:35				:25						
25	U-3B	S-8	2		:55	:25				:30		:10	:10			
25	HH43B	S-5	6		:40	:40										
26	U-3B	S-7	3		1:45	:45				1:00						
26	HH43B	S-5	6		2:20	1:30				:50						
27	U-3B	S-2			2:30	2:30						2:45	2:45			
31	HH43B	O	5		1:30	:15				1:15						
31	HH43B	S-5	1		:10	:10										
JUNE																
2	HH43B	O	10		1:15	1:15										
3	U-3B	S-7	2		1:35	:15				1:20						
3	HH43B	S-5	3		:35	:35										
7	HH43B	O	12		1:20	1:20										
8	HH43B	O	18		1:45	1:45										
8	HH43B	S-5	1		:10	:10										
9	HH43B	O	12		1:15	1:15						:15	:15			
10	HH43B	O	14		2:10	2:10										
	CLOSED OUT															
15. TOTALS THIS SHEET			275		70:35	47:25		6:00		17:10		6:40	3:15		3:25	
16. TOTALS BROUGHT FORWARD FROM SHEET NO. 30			4990	465:50	912:25	1078:15	14:30	131:00	12:45	141:45		330:25	279:25	12:15	30:45	8:00
17. TOTALS TO DATE			5265	465:50	983:00	1125:40	14:30	137:00	12:45	158:55		337:05	282:40	12:15	34:10	8:00

18. TYPED NAME AND GRADE OF OPERATIONS OFFICER OR AUTHORIZED DEPUTY [redacted]

19. [redacted]

SECRET

SECRET

25X1A

PILOT INDIVIDUAL FLIGHT RECORD | 31 | [redacted] | 25X1A | [redacted]

SECTION II - MISCELLANEOUS ENTRIES

DATE	TYPE MODEL SERIES	AUTH. MISSION SYMBOL	RADIO CONTROL PILOT TIME	AIRCRAFT COMMANDER TIME	DAY VFR	DAY WEATHER	NIGHT VFR	NIGHT WEATHER	APPROACHES DATE	APPROACHES TYPE	APPROACHES RADAR	APPROACHES NON-RADAR	INSTRU-MENT TRAINERS	FLIGHT SIMU-LATOR	P	Q	R	S
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
									FEB 15	H	1	1						
									22	H	2	1						
									MAR 15	H	2							
									24	H	2							
									25	H		2						
									APR 15	H	1							
									18	H	1	1						
									MAY 5	H	2							
									10	H		2						
									11	H		1						
									11	C11C			1:10					
									12	H	1							
									16	H		1						
									19	H	2	2						
									24	H		1						
									25	H	1							
20. TOTALS THIS SHEET									26	H	1	1						
									JUN 6	C11C	2	2	1:00					
21. TOTALS BROUGHT FORWARD FROM SHEET NO. 29-30											18	15	2:10					
											94	135	26:00					
22. TOTALS TO DATE											112	150	28:10					

SECTION III - SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	TWO ENGINES	MORE THAN TWO ENGINES	SINGLE JET PROPULSION	MULTI-JET PROPULSION	JET ROCKET	ROCKET	ROTARY WING TYPE	GLIDER	TURBO-PROP TWO ENGINES	TURBO-PROP MORE THAN TWO ENGINES	ROTARY WING TURBO	TOTAL
A	B	C	D	E	F	G	H	I	J	K	L	M	N
23. INSTRUCTOR PILOT													
24. FIRST PILOT		119:15										465:50	465:50
25. COMMAND PILOT								120:50				742:55	983:00
26. CO-PILOT	6:35	102:35		1:45				28:15				197:55	337:05
27. AIRCRAFT COMMANDER													
28. RADIO CONTROL PILOT													
29. TOTAL USAF RATED TIME	6:35	221:50		1:45				149:05				1406:40	1785:55
PILOT COMBAT TIME	35. INSTRUCTOR	36. FIRST	37. COMMAND	38. CO-PILOT	39. RADIO CONTROL	40. A/C COMDR	41. TOTAL COMBAT TIME						

30. AF STUDENT PILOT TIME	245:30
31. CIVILIAN - OVER 450 HP.	
32. FOREIGN MILITARY	
33. OTHER U. S. MILITARY	
34. TOTAL FLYING TIME	2031:25

REMARKS *(Use reverse if more space needed)*

FSC 1A, 22 AUG-63 AFM 60-1 COMP/W FOR FY 1966. 25X1A

15 FEB 66 COMPLETED PROFICIENCY EVALUATION FLT CHECK IN HH-43B ACFT AS [redacted] FLT EXAM.

AF FORM DEC 68 5 • PART II

SECRET

STATEMENT

25X1A [redacted]

I was pilot on H-43B, 58-1847 on the flight which took off at 1010 PST, 10 Jun 66. The purpose of the flight was to position 10 old tire casings as distance/heading reference markers to be used in recovery of test items dropped by parachute.

25X1A Weather at takeoff was VFR, wind calm. Other crew members were: [redacted]

25X1A After a normal takeoff, I flew north and advised APEX that

25X1A I would be working north of [redacted] with [redacted] (on channel 6) and would monitor VHF primary and UHF guard frequencies. After being cleared for frequency change, I switched to channel

25X1A 6 and contacted [redacted] was busy at the time and I held

25X1A about 5 miles north for approximately 10 minutes until [redacted] informed me that he was ready to start vectoring to the first drop point. He requested that I climb to 5,500 feet to get clear of ground clutter. I complied, and he told me he had contact and proceeded to vector me to the first location (360° Mag. and 6 miles). I checked that [redacted] was secured in the "gunners belt" and ready for drop. From ground speed and drift I estimated the wind to be from the north and less than 10 knots. In order to maintain contact I stayed 5,000 feet until vectored to the area and then made a steep approach for delivery. I descended at 500'/minute until approximately 200 feet above the ground when I slowed the rate of descent to 2-300'/minute. I brought the Helicopter to a low hover into the estimated wind

SECRET

25X1A

and directed [redacted] to drop the first marker, which he did. Hover power was approximately 25-26 PSI with a good 10 PSI reserve. A second tire was then dropped at 310° Mag and 6 miles. The same procedure was used except that the steep approach was initiated at 5,000 ft MSL and no problems encountered. While being vectored to the third drop (320° 6 miles) I called APEX on VHF and advised them I would be operating about 4-5 miles off the approach end of runway 14. During all approaches the airspeed indicator was reading 20 knots, however, it is unreliable below 30 knots. Prior to and during the first part of the third approach drift still indicated wind from the north. This approach was normal until approximately 150-200 feet above the ground. As I increased collective pitch to slow down the rate of descent, the descent started to increase although the rotor RPM remained constant (250 RPM) and torque was increasing, I started to lower the nose to fly out of the down draft when it felt like we suddenly lost all lift and started dropping, I increased the "Beep Switch" (RPM Control) full up, continued increasing collective to full, and held the nose slightly low to pickup airspeed. Almost full cyclic was required for this pitch change. I estimate rate of descent was 1000 to 2000 feet/minute with full power, RPM did not drag below 245 RPM. When I realized the descent couldn't be stopped (although it decreased slightly near the ground) I raised the nose, to attempt to get our ground speed to zero, and attitude level. I also pumped the collective at this time to try to increase RPM. Impact was hard but somewhat cushioned by the gear failure. After hitting the ground, the aircraft bounced a foot or two

and tilted sharply nose down and to the right. As soon as the tilt started I applied full aft and left cyclic and full rudder. I thought at the time that the blades contacted the ground but they didn't. As soon as the aircraft responded to the control inputs, was definitely airborne and under control, I decreased the beep switch and collective to avoid over speeding or over torquing the rotors and engine. I then checked the crew for

25X1A

injuries, there were none, and requested that [redacted] and

25X1A

[redacted] visually inspect the extent of damage. They reported that the right nose gear wheel and bear paw were missing, the right main gear was damaged, the left gear appeared to be undamaged and there was no evidence of fuel leakage. I remember seeing (in the mirror) the right nose gear laying on the ground.

25X1A

[redacted] also stated that there appeared to be a dust devil behind and slightly to the left of the impact point, no one had

25X1A

seen it previously. I then contacted [redacted] and informed him that I was terminating the mission and returning home. Next I contacted APEX on UHF primary, notified them of the situation, and requested that maintenance bring sandbags and/or large tires to delta taxiway for me to land on. Enroute home I briefed the crew on how we would evacuate the aircraft. I wanted to have a minimum of people exposed in case the helicopter should roll over on shut down, and also wanted to reduce gross weight as much as possible to conserve fuel. I elected to drop the remaining tire casings on the edge of the south ramp and lower the

25X1A

crew members in the back on the hoist. I directed [redacted] to

take the long intercom cord down with him and report on the damage especially any evidence of fuel leakage. I checked the wind indicator at the corner of the ramp, it showed a southerly wind. I made an approach into the wind, came to a low hover and had [redacted] drop the remaining 7 tire casings. I then hovered clear of the tires and lowered [redacted] and [redacted] on the hoist. [redacted] told me the left gear was also damaged but there was no sign of fuel leakage. I told [redacted] to hand the end of the intercom cable to [redacted] so we could control and recover it, and lowered [redacted] on the hoist. At about this time I got in contact with [redacted] in [redacted] two, discussed the situation and told him I was goind to orbit rather than hover, in order to conserve fuel, while a landing surface was being prepared. I also requested that the landing area be prepared on delta taxiway well clear of all parked aircraft to preclude damage to them if the helicopter should roll over on shut down. A landing area was prepared using tire casings, wooden pallets, and mattresses. [redacted] requested my fuel status during this period, I told him we had no immediate problem in this area and would prefer to take our time and get a good stable landing surface. I was informed when the landing area was prepared, an approach was made and low hover established over the landing area while the padding was readjusted to fit the fuselage. I lowered the helicopter slowly, found it tended to tilt right and to the rear I then picked it back up to a hover while the ground personnel rearranged the landing surface

25X1A

and [redacted] removed the speaker on the fuselage. After a couple more attempts, and modifications of the landing area I found that it was stable enough to fully lower the collective. I then requested that ground personnel be cleared from the area for safety during shut down. I slowly decreased the throttle to ground idle and applied the rotor brake. Watching for excessive resonant vibration or slippage of the landing surface, I kept the engine running during rotor stoppage so that there would be a chance, although slim, of recovering if anything slipped. When the rotor stopped, I shut down the engine and we evacuated the aircraft. The support I received from all ground personnel and my crew during this recovery was truly outstanding. After shut down we had about 25 minutes of fuel remaining. The flight was terminated at 1120 PST.

[redacted]

25X1A

SECRET

S T A T E M E N T

At approximately 1016 hours the HH-43B, Serial No. 581847, was launched with the following crew configuration: [redacted] 25X1A

[redacted] 25X1A

25X1A

The right cabin seat had been removed and this area loaded with eight (8) paint coded auto tires.

We proceeded down delta T/W until clear and took an approx- 25X1A
imate heading of 300° - [redacted] contacted [redacted] on channel 25X1A
6 and proceeded with mission, working with [redacted] at altitudes 25X1A
of 4500 to 5500 until in position. When in position [redacted] 25X1A
[redacted] would let down to an altitude of approximately 5 to 10 25X1A
feet where [redacted] would drop the marker. 25X1A

We had placed markers at 300° and 6 miles, 310° and 6 miles and was letting down at 320° and 6 miles to place the third marker. The let down seemed normal, slow and smooth until we were 200 to 300 feet above ground level. At this time the rate of descent seemed to increase rapidly, as though we were being pushed down. The Helicopter made contact with the ground and became immediately airborne, [redacted] made an immediate 25X1A
crew condition check and had [redacted] check the right side of 25X1A
the Helicopter for damage, [redacted] reported that the right 25X1A
front gear and bear paw were missing and the right gear assembly was hanging loose. I checked the left side of the Helicopter at this time and could observe no damage. As I was checking the left gear I saw a small dust devil approximately 100 to

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200 yards to the rear and left of the dust made by our ground contact. After the damage report, [redacted] notified [redacted] that the mission was cancelled. Changed to channel 2 and told APEX of our condition. He then gave the crew instructions and outlined his intentions. On arrival at the ramp the remaining tires were dropped by [redacted] then [redacted] were lowered to the ramp in that order. [redacted] then made a report to [redacted] via intercom extension as to all visable damage. [redacted] then elected to fly to conserve fuel. He then proceeded to an area south of the Base and orbited until ground crews had readied a landing cradle of pallets, mattresses, and tires. We then returned to the Base and [redacted] hovered in position until pads and tires were placed and replaced for balance. [redacted] assisted from the ground via intercom. After balance was attained and the Helicopter was resting its full weight on the pads [redacted] shut down by stopping the rotor blades first - then shutting down the engine. We then left the aircraft.

[redacted]

25X1A
25X1A
25X1A
25X1A
25X1A
25X1A
25X1A
25X1A
25X1A
25X1A
25X1A

SECRET

STATEMENT

I, [redacted] was a crew member aboard HH-43B, Serial No. 581847, on the 10th of June 1966 at approximately 1040 hours when the following incident occurred: 25X1A

While on a flight involving the off loading of special painted tires to be used as targets my duties were to be positioned at the cabin door. While positioned at the door I was equipped with a safety harness in order to have free movement while off loading the tires.

We had made two target drops and were descending for the third drop. At this time everything seemed to be normal and I looked into the cockpit as to our direction from the Base. The pilot advised me to get ready for the drop and I set myself in a position at the door to observe the ground directly below for a clear spot in which to place the tire. When we were approximately 200 to 300 feet from the ground it appeared as though we suddenly were being driven to the ground at a very rapid rate as though we were being forced. I quickly removed myself from the door and at this point the aircraft made contact with the ground and immediately was airborne again. At this time the pilot made a check of all personnel for injuries, none were reported. He then asked for a damage report and asked me to check the gears and body on the right side. While still in the safety harness I leaned out the cabin door and observed the right front wheel and bear paw missing, also the right rear gear was torn loose. I reported said damage to the pilot and advised I could not see any other damage at this time.

The pilot reported to the Tower that we were returning under emergency conditions. The pilot then advised the crew that on our return we would off load the remaining tires and the personnel in the rear would be lowered by the hoist and that the first man down would go down with the extended intercom cable to make a visual check of the A/C from the ground for any fuel leaks

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and damage to the under carriage. I was the first crew member on the ground and advised the pilot as to the damage on both right side gears and the left rear gear appeared to be damaged but there were no fuel leaks or tears to the underside of the A/C. At this time the remaining two personnel were lowered by the hoist from the cabin. I again talked to the pilot on the intercom to advise steps were being taken to secure equipment for a safe landing.

Miscellaneous equipment consisting of tires, mattresses, and pallets were obtained and placed at the charlie delta taxiway crossing. During the time the above equipment was being gathered the pilot stated to me that he would fly in the immediate area in order to save fuel, rather than hover at the landing point.

When all equipment had been made ready I took up a position as signal man and had the pilot hover just north of the landing zone and once again made verbal contact with the pilot by means of the extended intercom cable and advised him I would talk him to a position over the landing zone and advise him when to lower onto the landing pad which had to be built directly under the A/C.

After approximately 20 minutes of rigid control by the pilot a safe landing was made possible.

[redacted]

25X1A

SECRET

SECRET

STATEMENT

On 10 June 1966 I was a crew member on a H-43B Helicopter, Serial No. 581847. The pilot was [redacted] Three (3) other crew members were on board. [redacted] 25X1A 25X1A

Takeoff time was at 1010 hours. I was in the center left cabin seat. The mission was to mark an area for EG & G with old tires to aid in future recovery of parachutes dropped from a C-47.

The flight was routine up to the time we was about to drop off the third tire. The Helicopter was hovering at approximately 1500 feet and started to descend to a few feet above the ground to drop off the tire. As the H-43 got closer to the ground it was not slowing down like a normal approach. I couldn't see out very good from where I was setting to tell what was going on. The H-43 made a very hard landing and bounced back in the air, the right side was low. At this time the pilot gained control of the Helicopter and made an excellent recovery.

After visually checking the Helicopter over it was found the landing gear was badly damaged.

The pilot flew the Helicopter back to the Base. I was lowered to the ground with the hoist and sling as was the other crew members in the cabin. The Helicopter was later landed on mattresses and other ground support without further damage.

[redacted] 25X1A

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STATEMENT

25X1A

On 10 June 1966, I, [redacted] was flying as a crew member on the H-43B Helicopter, Serial No. 581847 when the below described accident happened. We started the flight at 1010 hours. Our mission was to place old tires at various points for EG & G to aid them in recovering their parachuted and instruments dropped for test. We was making our third descent for our third marker drop when I noticed something didn't seem right. I would estimate that we were 50 to 75 feet high at this time. It felt to me like we was in a down draft being forced into the ground, and the pilot; [redacted] 25X1A was having some difficulty in controlling the descent of the aircraft. I was sitting in the left rear seat in the cabin looking out at the ground through the clam shell doors. I could see the ground coming up pretty fast and could see that we was going to hit pretty hard. When we struck the ground I saw the right rear corner of the cabin strike the ground. It forced some loose dirt up through the crack between the right clam shell door and the cabin. I was fairly sure the right main gear had been collapsed. At this point the Helicopter seemed to bounce or raise a few feet back into the air and to start to roll to the right side. I rechecked my safety belt to insure it was tight and also ask [redacted] 25X1A who was setting next to me if his was tight. As we tilted to the right it seemed like [redacted] regained control 25X1A of the aircraft and righted it on a straight and level course of flight. 25X1A Then I remember [redacted] asking over the intercom if everyone was alright. 25X1A He then made a left turn and headed back to [redacted] On our way in [redacted] 25X1A [redacted] instructed us on how we was to evacuate the aircraft useing the 25X1A hoist and sling. When we got over the ramp, [redacted] first lowered 25X1A [redacted] to the ramp, then me. [redacted] had the long walk around intercom 25X1A

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cable so he inspected the damage and informed [redacted] I believe [redacted] did an outstanding job in saving the aircraft and possible injury to the crew. 25X1A 25X1A

[redacted] 25X1A

"This is a certified true copy"

[redacted] 25X1A

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STATEMENT

25X1A

I, [redacted], while on duty in the Control Tower at approxi- 25X1A
mately 1740Z on 10 June 1966, received a transmission from [redacted] that he had gear trouble and would be returning to the Base. He requested sand bags and tires be placed at the south ramp for him to land on because part of his gear was missing. The crash phone was activated and the proper authorities were notified. [redacted] came up on channel two and directed the landing 25X1A
of [redacted].

25X1A

[redacted] 25X1A

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S T A T E M E N T

The 0955 PDT record observation, 10 June 1966, was as follows:

Sky - Clear

Visibility - 15 miles

Temperature/Dew Point - 71/40

Wind - Calm

Altimeter - 30.03 Inches

The 1050 PDT local observation, 10 June 1966, was the same except as follows:

Temperature - 76 Degrees

Altimeter - 30.00 Inches

[redacted]

25X1A

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SECRET

DEPARTMENT OF THE AIR FORCE
1129TH USAF SPECIAL ACTIVITIES SQUADRON (HQ COMD USAF)
POST OFFICE BOX 88
BOLLING AIR FORCE BASE, DC 20332

29 June 1966

SPECIAL ORDER
XB-89

CAPTAIN CHARLES E. TRAPP JR, FR57249, this organization, with perm duty with [redacted] is appointed Investigation Officer for H-43 accident under the provisions of AFR 127-4.

25X1A

FOR THE COMMANDER

HAROLD L. ARCHER, MAJOR, USAF
Asst Administrative Officer

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TAB

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LOCAL FLIGHT CLEARANCE

25X1A

STATION		DATE
[redacted]		10 JUN 66
TYPE A/C: H-43	A/C NO.: 58-1847	MISSION: 0

OCCUPANTS *(State whether crew or passenger. List additional passengers on reverse.)*

DUTY SYMBOL	NAME AND INITIALS	GRADE	SERVICE NO.	HOME STATION
[redacted]				
	25X1A			
25X1A [redacted]				

ETD	ETE *(Home base)*	HOURS OF FUEL	AUXILIARY BASE OF 1ST INTENDED LANDING
1036L	1+00	1+30	—

FORM "F" FILED AT [redacted] 25X1A

DATE FILED *(Day, month, year)* 12 May 66

WEATHER IS FORECAST TO REMAIN [redacted] FAMILIAR WITH ALL CURRENT REGULATIONS AFFECTING THIS FLIGHT [redacted] DANCE WITH SUCH REGULATIONS.

CLEARANCE AUTHORITY [redacted] 25X1A

ACTUAL DEPARTURE 1016

REMARKS

P. A. ....

TEMP. ....

T/O ROLL ....

L/ROLL ....(W/CHUTE)

..........(W/O CHUTE)

PIF Nbr.... 33

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DD FORM 1 JAN 58 1080 REPLACES AF FORM ... 16-77973-1

TAB

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WEIGHT AND BALANCE CLEARANCE FORM F
TRANSPORT
(*USE REVERSE FOR TACTICAL MISSIONS*)

Cross Reference RAF Form 2870
RCAF Form F. 115 C
50M 5-51 (0797)

FOR USE IN T. O. 1-1B-40 & AN 01-1B-40

DATE	AIRCRAFT TYPE	FROM	
12 MAY 66	H-43B	25X1A	[redacted]
MISSION/TRIP/FLIGHT/NO.	SERIAL NO.	TO	PILOT
	58-1947		

LIMITATIONS

CONDITION	TAKEOFF	LANDING	LIMITING WING FUEL
[2] ALLOWABLE GROSS WEIGHT	8250	8250	
TOTAL AIRCRAFT WEIGHT (*Ref. 11*)	6454	X	X
OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT	X	X	
OPERATING WEIGHT (*Ref. 8*)	X	X	
ALLOWABLE LOAD (*Ref. 12*) (*use SMALLEST figure*)	1796	–	
[3] PERMISSIBLE C. G. TAKEOFF	FROM [illegible]"	TO (% M.A.C. or IN.) 123.5"	
[4] PERMISSIBLE C. G. LANDING	FROM 118.5"	TO (% M.A.C. or IN.) 123.5	
[5] LANDING FUEL WEIGHT	130#		

REF	ITEM	WEIGHT	[1] ~~INDEX OR~~ MOM/ 100
1	BASIC AIRCRAFT (*From Chart C*)	4742	5954.4
2	OIL (3.5 *Gal.*)	26	25.2
3	CREW (*No.*) 2	400	238.0
4	CREW'S BAGGAGE		
5	STEWARD'S EQUIPMENT		
6	EMERGENCY EQUIPMENT		
7	EXTRA EQUIPMENT		
8	OPERATING WEIGHT	5168	6217.6
9	TAKEOFF FUEL (197.9 *Gal.*)	1286	1559.9
10	WATER INJ. FLUID (*Gal.*)		
11	TOTAL AIRCRAFT WEIGHT	6454	7777.5
		6454	7777.5

12 DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)

UPPER COMPT	UPPER PASSENGERS NO.	UPPER PASSENGERS WEIGHT	UPPER CARGO	LOWER COMPT	LOWER PASSENGERS NO.	LOWER PASSENGERS WEIGHT	LOWER CARGO	WEIGHT	MOM/100
A				D	SEAT L.H. FWD			15	15.5
B				D	1	200		200	206.0
C									
D				D	SEAT R.H. FWD			15	14.4
E				D	1	200		200	197.0
F									
G									
H									
I									
J									
K									
L									
M									
N									
O									
P									
FWD	BELLY								
AFT	BELLY								

REMARKS

XX
X X

TOTAL FREIGHT	
TOTAL MAIL	

COMPUTER PLATE NUMBER (*If used*)
CHART "E"

[1] *Enter constant used.*
[2] *Enter values from current applicable T. O.*
[3] *Applicable to gross weight (Ref. 15).*
[4] *Applicable to gross weight (Ref. 18).*
[5] *Ref. 9 minus Ref. 17.*

CORRECTIONS (*Ref. 14*)

COMPT	ITEM	CHANGES (+ or −) WEIGHT	CHANGES (+ or −) [1] INDEX OR MOM/
TOTAL WEIGHT REMOVED		−	25X1A
TOTAL WEIGHT ADDED		+	+

REF	ITEM	WEIGHT	MOM/100
13	TAKEOFF CONDITION (*Uncorrected*)	6884	8210.4
14	CORRECTIONS (*If required*)		
15	TAKEOFF CONDITION (*Corrected*)		
16	TAKEOFF C. G. IN % M. A. C. OR IN.	119.3"	
17	LESS FUEL	1156	1416.9
18	LESS AIR SUPPLY LOAD DROPPED		
19	MISC. VARIABLES		
20	ESTIMATED LANDING CONDITION	5728	6793.5
21	ESTIMATED LANDING C. G. IN % M. A. C. OR IN.	118.6"	

COMPUTED BY [redacted]

NOTE.—THIS TRANSPORT CLEARANCE FORM HAS RESULTED FROM TRIPARTITE AGREEMENT AND NO FURTHER CHANGES MAY BE MADE TO IT WITHOUT PRIOR CONSIDERATION BY TRIPARTITE AUTHORITIES.

TAB

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CERTIFICATE OF DAMAGE (LIST OF PARTS DAMAGE)

Damage to aircraft as follows:

RH Auxiliary Gear:

Fork broken.

Bearpaw bungee bolt bent

Bearpaw bent and deep scratches.

Bungee support has pulled rivet.

LH Auxiliary Gear:

Fork Sprung.

LH Main Gear:

Strut collapsed (piston failure).

Strut mount torn from fuselage.

Skin torn out at mount and stringers and reinforcing material bent, broken and cracked.

Leg assembly bent.

Bearpaw bungee bolt bent slightly.

RH Main Gear:

Strut collapsed (piston failure).

Link at strut mount broken.

Mount partially sheared.

Skin at, and above, mount buckled.

Main vertical stringer buckled.

Door track bent at mount area (replacing approx 1 1/2 ft).

Leg assembly bent.

Brake line broken at fitting.

Stringer and skin torn where landing gear leg contacts fuselage.

SECRET

Fuselage General:

Bottom aft right hand skin and stringers badly dented, scraped and broken aft of fuel sump area.

Small kink and oil canning in right hand tailboom assembly just over clamshell door area.

Horizontal stabilizer bowed slightly.

Manhours required to repair: 396

Cost: 16,107.98

TAB

SECRET

25X1A EXTRACT FROM CONTROL TOWER TAPE INVOLVING MINOR AIRCRAFT ACCIDENT #581847 AT [redacted] 10 JUNE 1966, 1040 PDT.

FOLLOWING ARE EXTRACT FROM TOWER TAPE

INITIAL NOTIFICATION OF EMERGENCY

1018 A/C - Apex, [redacted] for lift off.

25X1A TWR - [redacted], Apex Wind calm altimeter 3003, time 18¼, no reported
25X1A traffic, cleared for lift off.

A/C - 43.

A/C - Apex be advised 43 will be working channel six monitoring Guard and UHF primary if you have to get us.

TWR - Roger, Understand monitoring guard and UHF primary.

A/C - Roger.

TWR - Were going to have the 104 departing in about 4 min.

A/C - Roger.

1019 A/C - Apex, 43 is going to channel six.

TWR - 43 cleared to leave this frequency.

25X1A A/C - Roger

1043 A/C - Apex, [redacted] (called on channel 2).

1044 TWR - 43, Apex (answered on 119.2)

A/C - Ah Rog be advised we had ah minor accident, however our gear is ah been sheared off. Could you manage to have sand bags and or large tires? Arranged out here by maintenance in the ramp area, will have to land on them our gear is off.

TWR - 43, understand gear is missing you want sandbags and tires by the maintenance area.

A/C - Thats affirm.

TWR - 43 Roger.

1045 TWR - 43, request fuel state.

A/C - Roger, 43's got about an hour of fuel.

TWR - Roger, understand.

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TWR - 43, request present position.

A/C - 43 is about 3 miles north.

TWR - Roger, understand 3 miles north. Are you coming inbound at this time.

A/C - Thats afirm, I'm coming in and will have the bottom looked over at the ramp and I'd like to drop some personnel off in the hoist.

TWR - Roger understand, we'll have the crash crew standing by for you.

A/C - Ah rog, no great problem now, the only problem will be on landing.

1046 TWR - Roger understand.

1048 A/C - Apex, 43, I'll be unloading in the north, ah south ramp area and say your wind please.

25X1A TWR - The winds are calm and be advised the crash crew will be standing by at the south ramp for you.

A/C - Ah rog I'll go at the intersection here.

1049-1052 RR2 - [redacted] (During this period RR2 is trying to establish radio contact with [redacted]

25X1A

1053 (Somebody said "on the way down" on channel 2)

25X1A RR2 - [redacted] (Channel 2).

25X1A A/C - Go, [redacted]

RR2 - Roger, you got any fuel problems or anything?

A/C - Negative, Not yet, inspecting reveals no leakage underneath.

RR2 - OK, you got about three of them messed up you know?

A/C-Rog.

RR2 - OK Can you hover there for about 20 min or so if need be.

1054 A/C - Afirm.

RR2 - OK

1058 RR2 - 43, from RR2

A/C - Rog, go.

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RR2 - Roger, were going to have to move you down just a little bit farther south Joe, becaues if anything happens we'll block the connies and everything so the guys will pick out a new spot down here.

A/C - Why don't we go up on the other side of the south here, because if any thing does happen pieces fly like mad and I'd rather be away from the other A/C.

RR2 - Ah stand-by.

A/C - I'm going to orbit to conserve a little bit of fuel.

25X1A

1059 A/C - RR2 this is [redacted]

RR2 - Go ahead this two.

A/C - I think our best bet really would be half way between these two building complexes on the taxi way.

RR2 - You mean on the north south taxi way?

A/C - Thats afirm just about underneath where I am right now.

RR2 - I think you got a point, we could block off that taxi way without hurting anything, but we'll try it up there if peices fly it won't hurt anything.

1100 A/C - And if you could advise them that we'll need to get the padding up at least the height of the gear and steepest level. The main problem will be shut down. I'd like to have everybody clear except one of our people to correct me with an intercom.

RR2 - Roger, OK, conserve your, how much fuel do you have, do you have 30 min yet.

A/C - Ah Rog, got 30 min.

RR2 - Conserve your fuel its going to take us a little longer to get some sand bags, will move right up and go right on to the taxi way.

A/C - Yes sir, we'll be orbiting out here try to hold down on the fuel a little bit.

1101 RR2 - Tower were going to close off Delta taxiway and try to bring 43 in on it.

TWR - Is this RR2?

RR2 - RR2 yes.

TWR - Understand your closing Delta.

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25X1A

1103 A/C - RR2, [redacted]

1107 A/C - RR2, [redacted]

25X1A 1108 A/C - Any RR, [redacted]

25X1A RR7 - [redacted], RR7.

A/C - Roger, I'd like to advise them that the best here would be to get the tires on the outside edges of those mattrass and cup them, in other words try to get some support on the side as well as on the bottom.

RR7 - Roger (garble).

A/C - Roger thank you.

1109 RR3 - Apex, RR3.

TWR - RR3, Apex.

25X1A RR3 - Roger, what is [redacted] on.

TWR - On this freq.

RR3 - Roger, you want to come on down and lets see what we can do about setting down here and maybe size up these mattrass and we will clear some of these cars out of here for you 43.

1110 A/C - Roger.

? - We'll be setting off the side, we'll put somemattrass we've got it figured out now for your belly and we well count on you forward (this portion garble) to shove tires underneath your wheels.

A/C - Roger, understand.

1111 RR2 - 43, RR2.

A/C - Go ahead two.

RR2 - (transmission garble, something about hovering)

A/C - Roger.

1113 A/C - Apex this is 43.

TWR - 43, Apex.

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A/C - Roger, Freq clear for a few min. Please VOICE INTERRUPTED Hey Joe your left rear wheel is unblocked as yet, they are going to block it in a min and looks pretty good.

A/C - Roger

1114 ? - OK Joe they got the right rear pretty good now, your right front they are blocking that.

A/C - Roger

1116 RR2 - 43 from 2.

A/C - Roger 2.

RR2 - OK before you finally set it down, I want you to make sure everyone is clear the area, but one man, OK?

A/C - Roger, that's what I'd like to and you can advise. (Intercomm contact)

RR2 - Say again.

A/C - Disregard.

A/C - Tipped to the right.

RR2 - What happen?

A/C - Tipped to the right need more support on the right side.

RR2 - More support right side.

A/C - Roger

1121 RR2 - Joe how much fuel you got there now about 10 or 15 min.

A/C - At least 20 but you had better get us down as soon as possible.

1122 A/C - Hey, tell that ground man that before you go down you should have those guys way out of the way.

1123 RR - Hold it a minute Joe till I get those guys out of here.

1124 A/C - I'm starting to set down, I'll be keeping the engines running and stop the rotors first, thats our biggest problem.

RR - Real good

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SECRET

FLIGHT ORDER

(If additional spac

1. DATE OF ORDER	2. ORDER NUMBER
66	255

3. NAME OF UNIT ISSUING ORDER: [redacted]

4. LOCATION: 25X1A

5. Crew members listed below, will proceed in aircraft indicated - ON OR ABOUT (Date): 10 June 66

6. Upon completion of flight, crew members will return to proper stations - ON OR ABOUT (Date): 10 June 66

I. ITINERARY (List complete address)

FROM: (Place flight will originate)

[redacted] 25X1A

TO: (Variation in itinerary authorized)

Local Area

7. MISSION

Training

8. CREW NR.	9. TAKE-OFF TIME	10. DURATION OF FLIGHT	11. SPECIAL INSTRUCTIONS

II. CREW MEMBERS

(Personnel listed below are subject to provisions of the Uniform Code of Military Justice while performing this duty. Indicate Commander of aircraft by placing asterisk next to his name.)

12. CREW NR. A	POSITION[1] B	13. LAST NAME FIRST NAME MIDDLE INITIAL (Include grade, service nr., security clearance for period of flight duty)	14. ORGANIZATION AND MAJOR AIR COMMAND (If not issuing agency)	15. AIRCRAFT TYPE A	SERIAL NR. OR TACTICAL CALL SIGN B	FUEL LOAD (lbs./gals.) C
	[redacted]		THIS UNIT	HH-43B	847	
			" "	"	"	
			" "	"	"	
			" "	"	"	
			" "	"	"	

25X1A

25X1A

16. CREW POSITION ABBREVIATIONS AND CODES[1]

AC	- Aircraft Commander	FE	- Flight Engineer	Nav	- Navigator
Bmbdr	- Bombardier	FltSt	- Flight Steward	Obsr	- Observer
BmOp	- Boom Operator	FN	- Flight Nurse	Plt	- Pilot
CP	- Co-Pilot	FltSg	- Flight Surgeon	RdrOf	- Radar Officer
CrCh	- Crew Chief	Gnr	- Gunner	RadOp	- Radio Operator
ECMOb	- ECM Observer	IP	- Instructor Pilot		

ADDITIONAL CODES

[redacted]

Operations Officer

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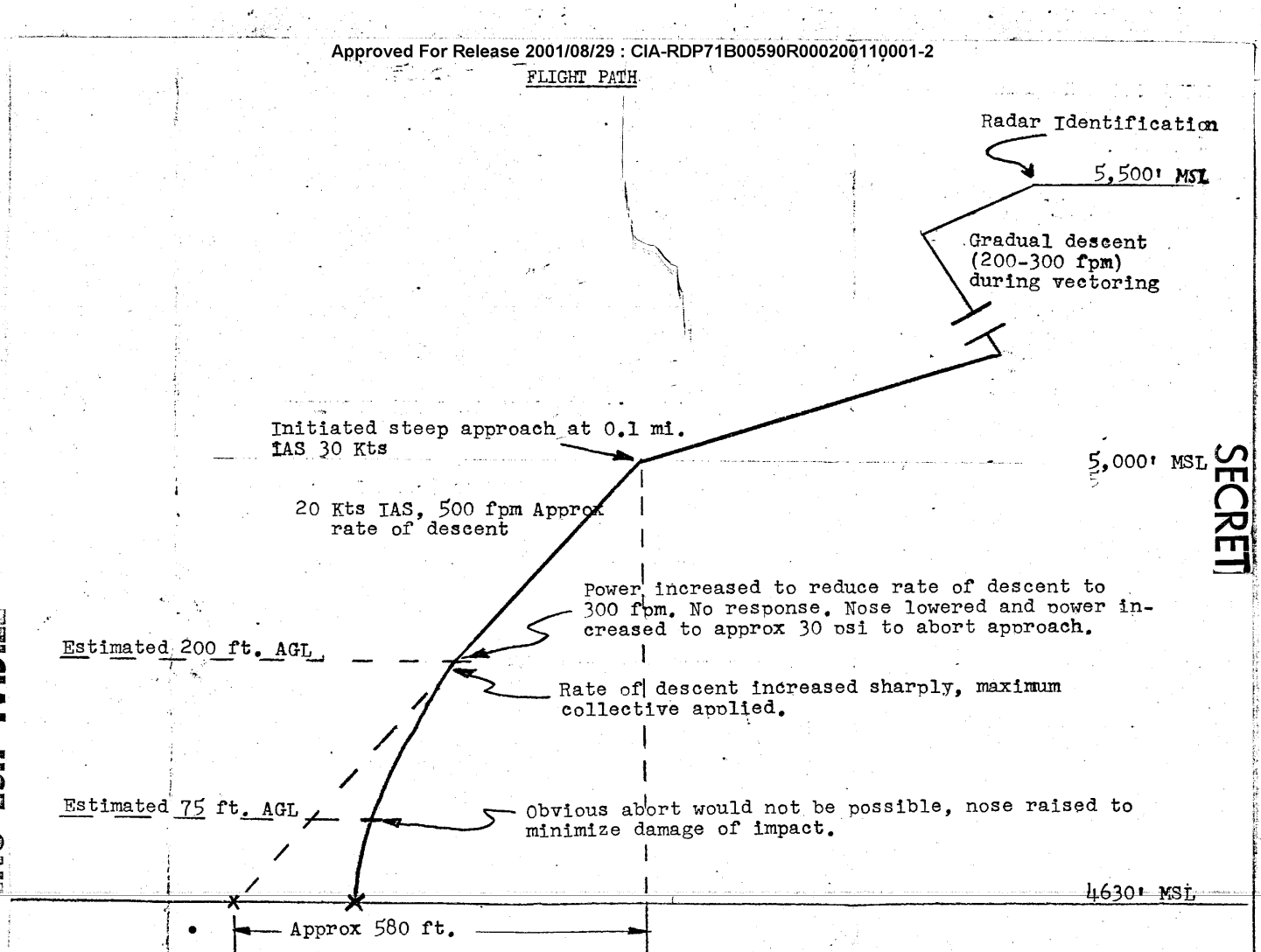
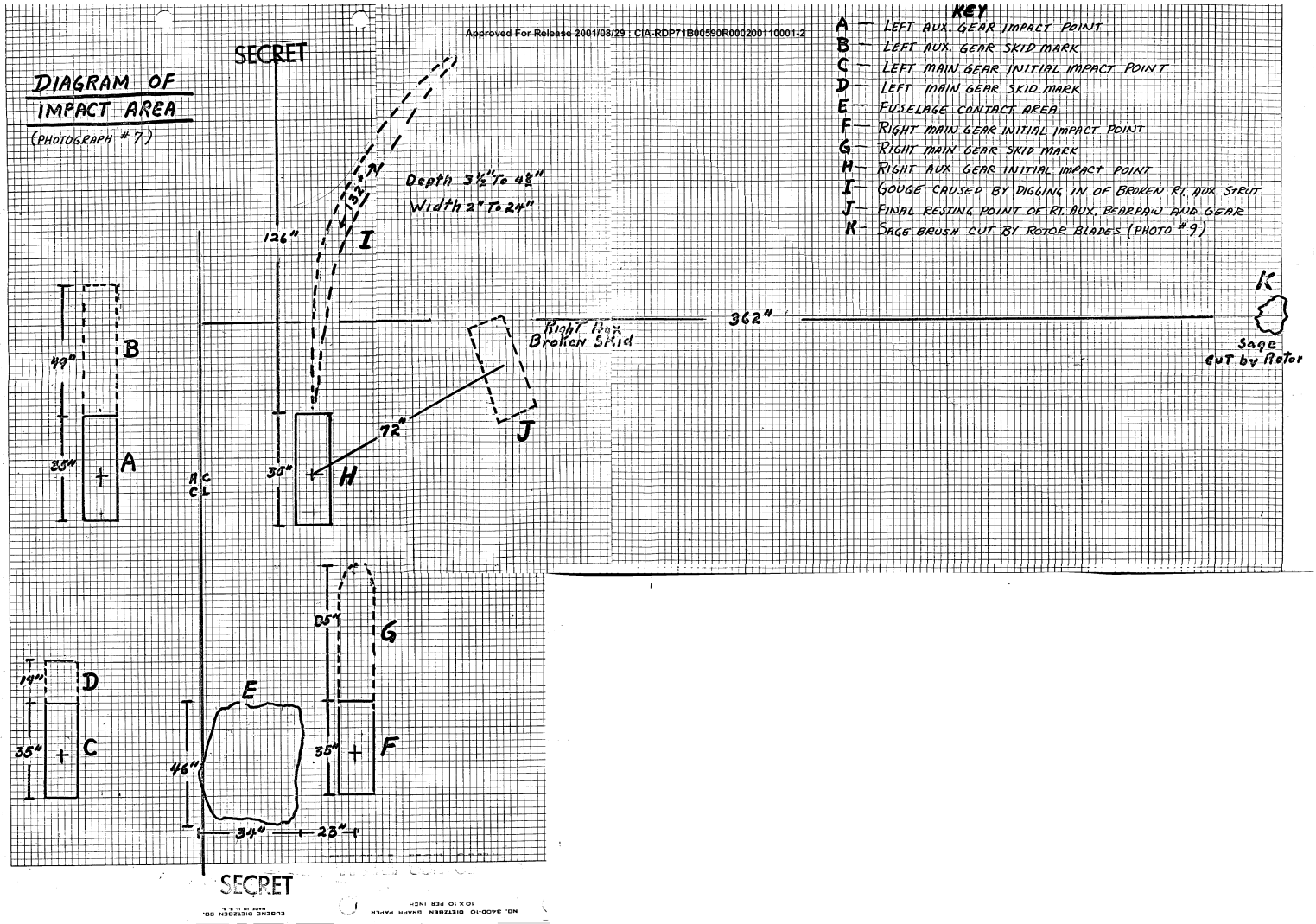


SECRET

DIAGRAM OF IMPACT AREA

(PHOTOGRAPH # 7)



SECRET

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INDEX TO PHOTOGRAPHS

1. HORIZONTAL STABILIZER DAMAGE

2. AFT CABIN, BOTTOM OF FUSELAGE, AND RIGHT MAIN GEAR DAMAGE

3. LEFT AUXILIARY GEAR DAMAGE

4. LEFT MAIN GEAR DAMAGE

5. RIGHT AUXILIARY GEAR DAMAGE

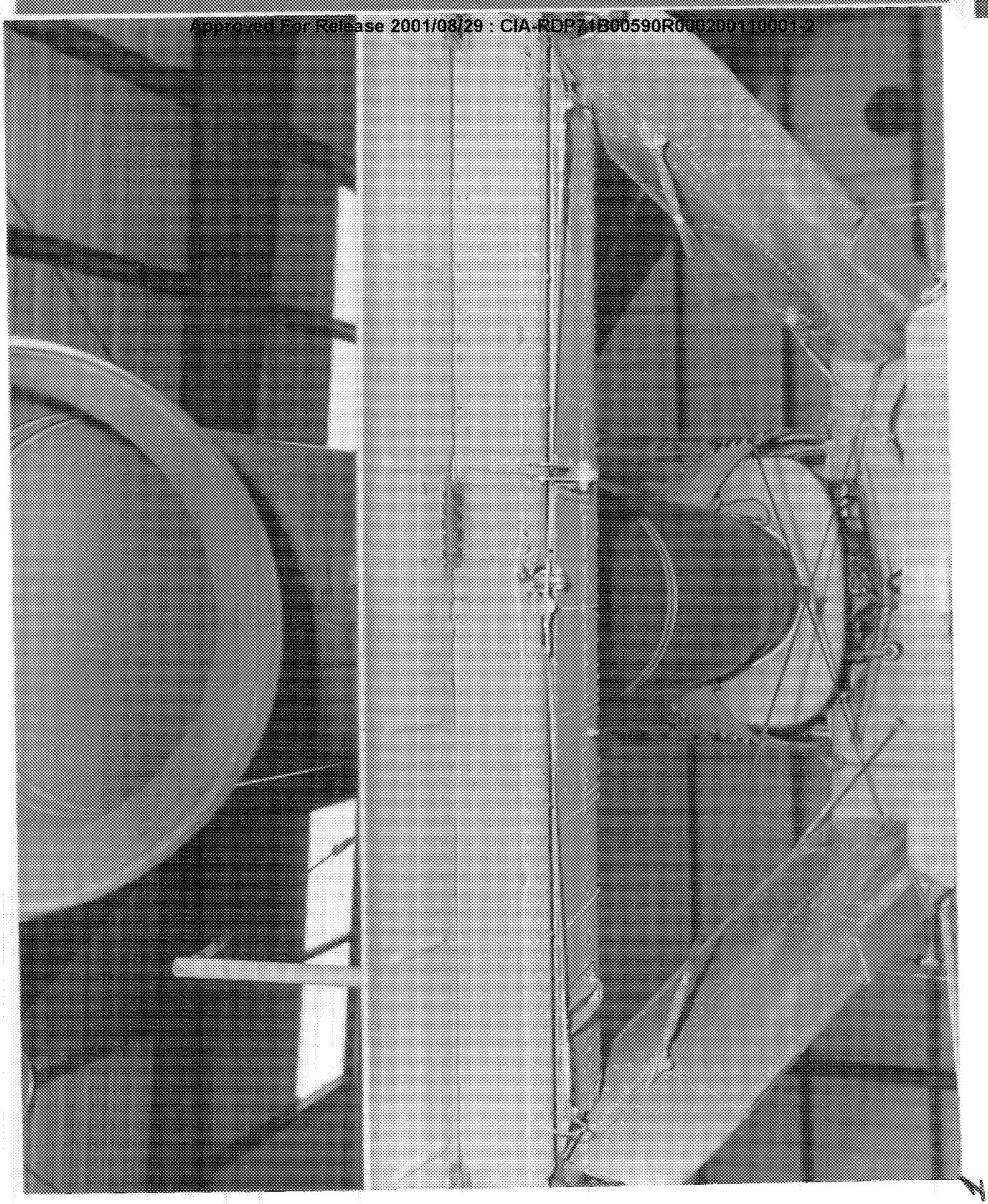
6. RIGHT MAIN GEAR DAMAGE

7. IMPACT AREA, DIRECTION OF TRAVEL RIGHT TO LEFT

8. CLOSE UP OF RIGHT AUXILIARY GEAR IMPACT AREA. GOUGE ON LEFT SIDE IS WHERE THE BROKEN STRUT DUG INTO THE GROUND.

9. SAGEBRUSH CUT OFF BY ROTOR BLADES DURING RECOVERY. MATCHBOOK COVER INDICATES RELATIVE SIZE.

SECRET



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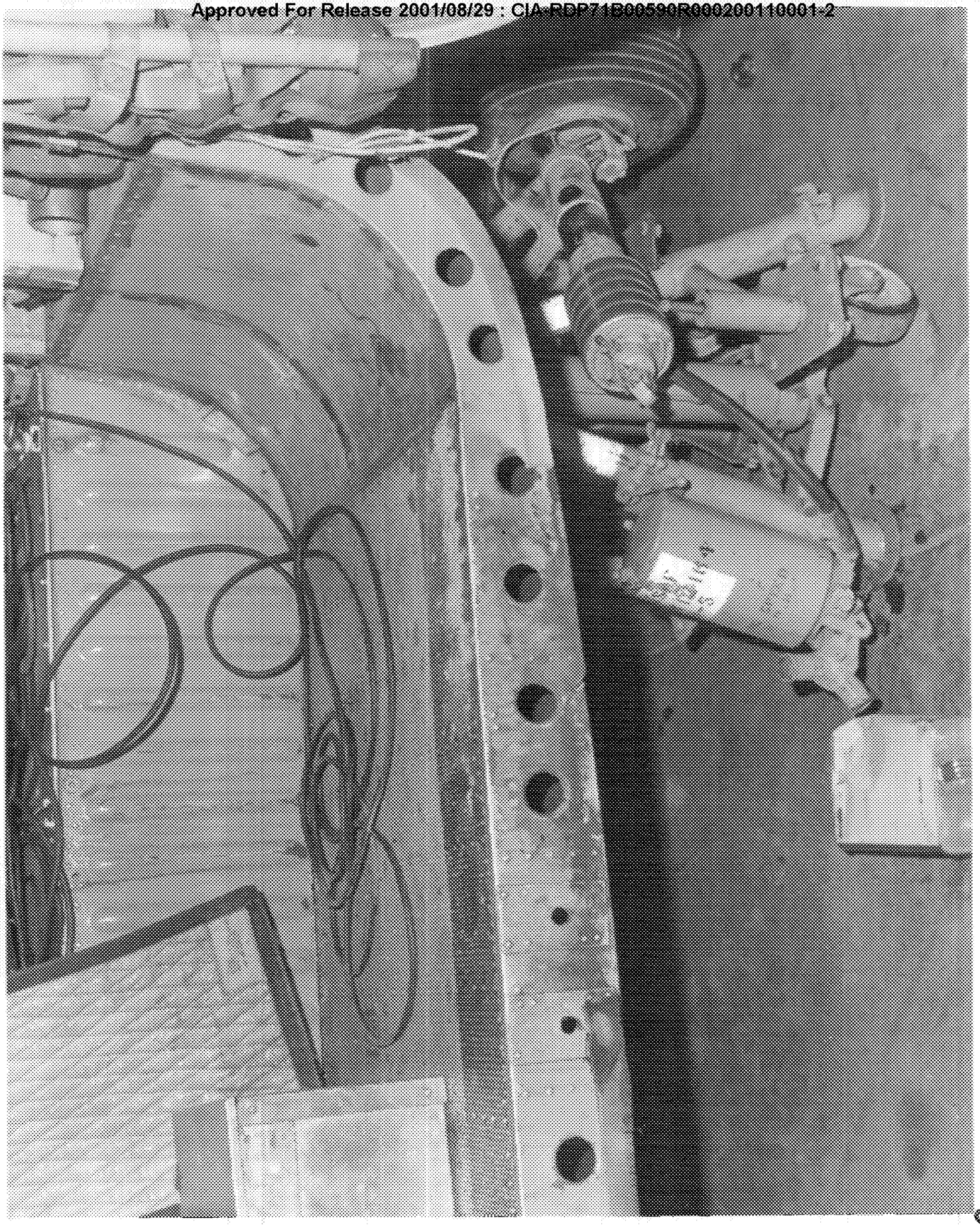

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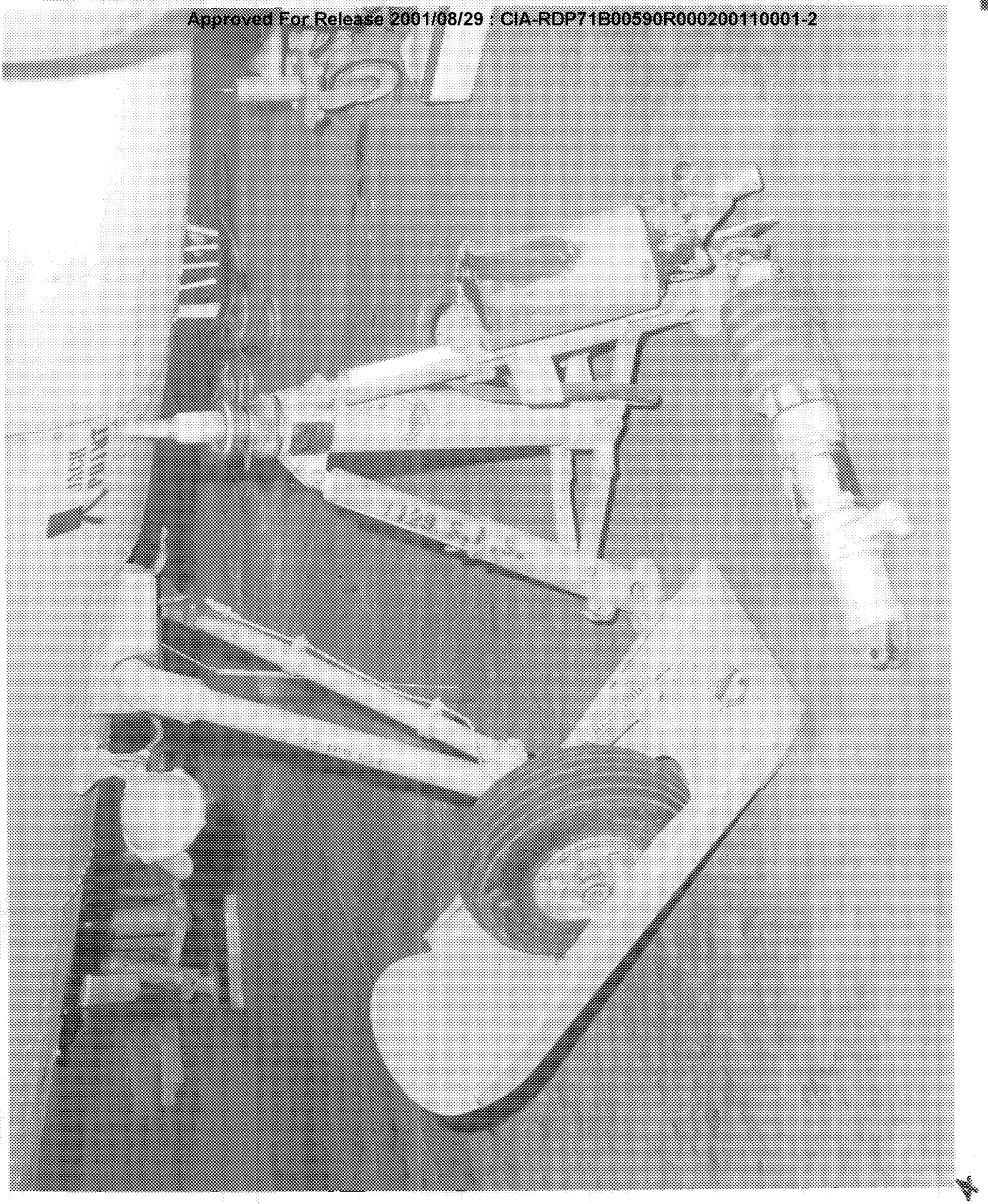

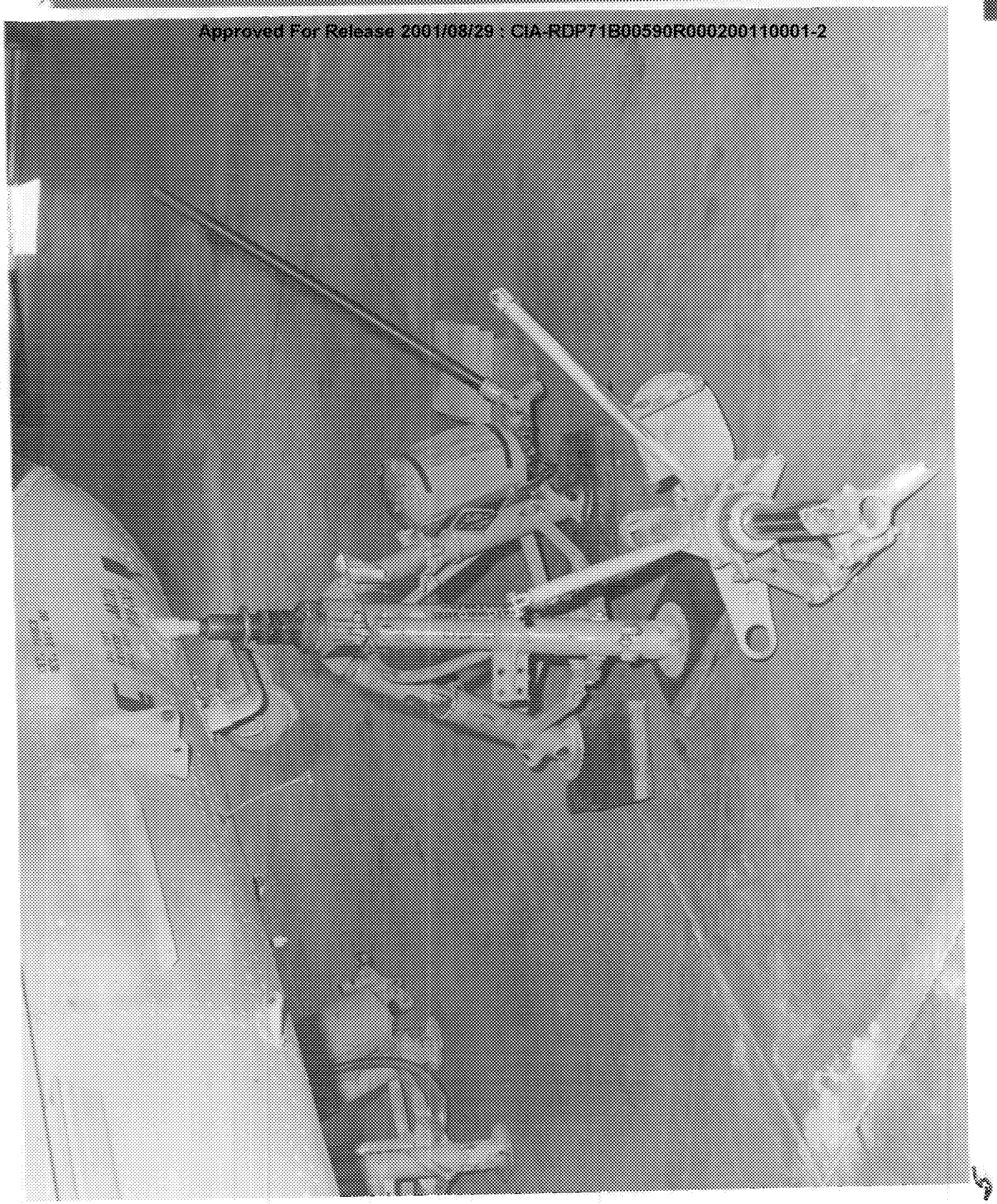

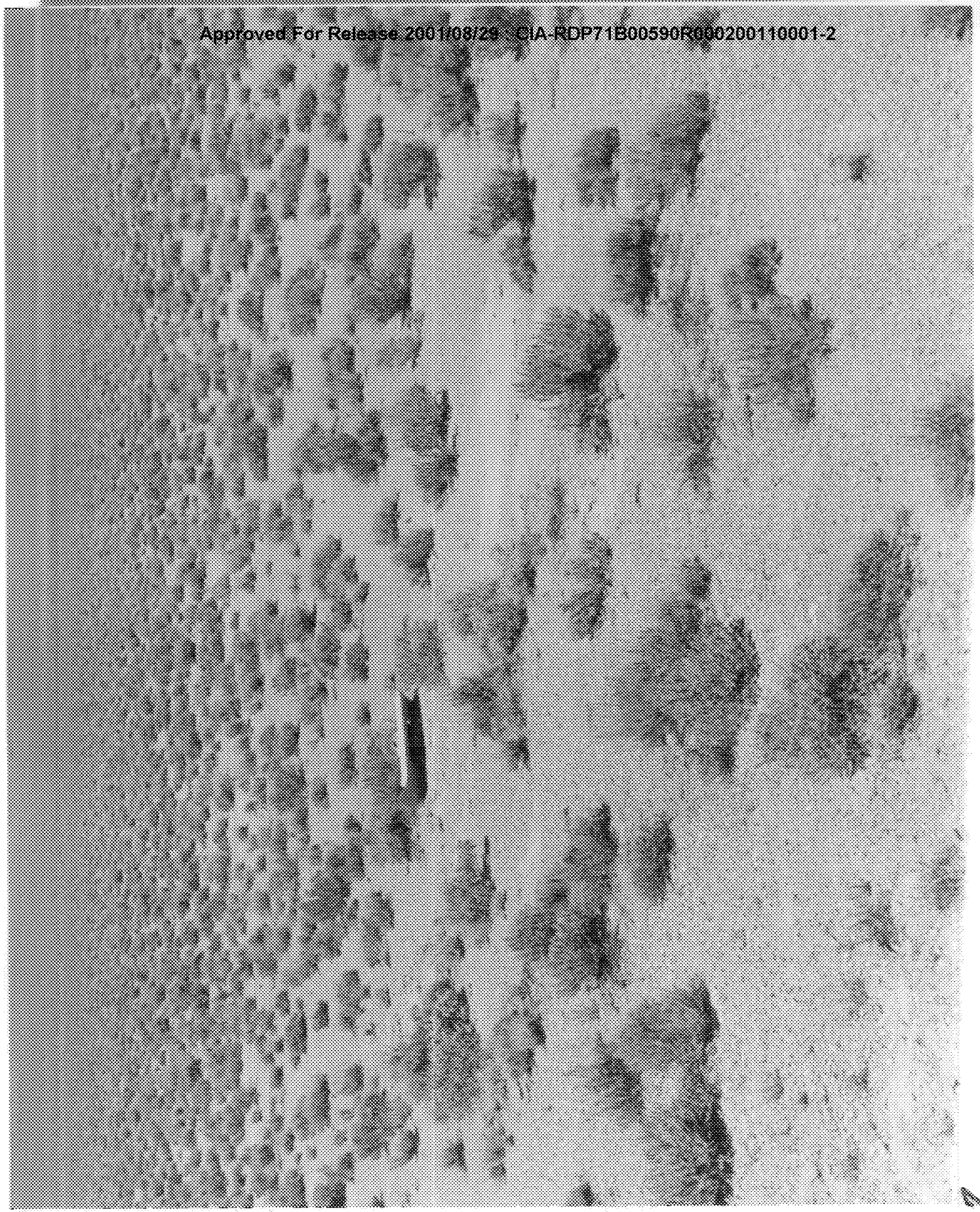

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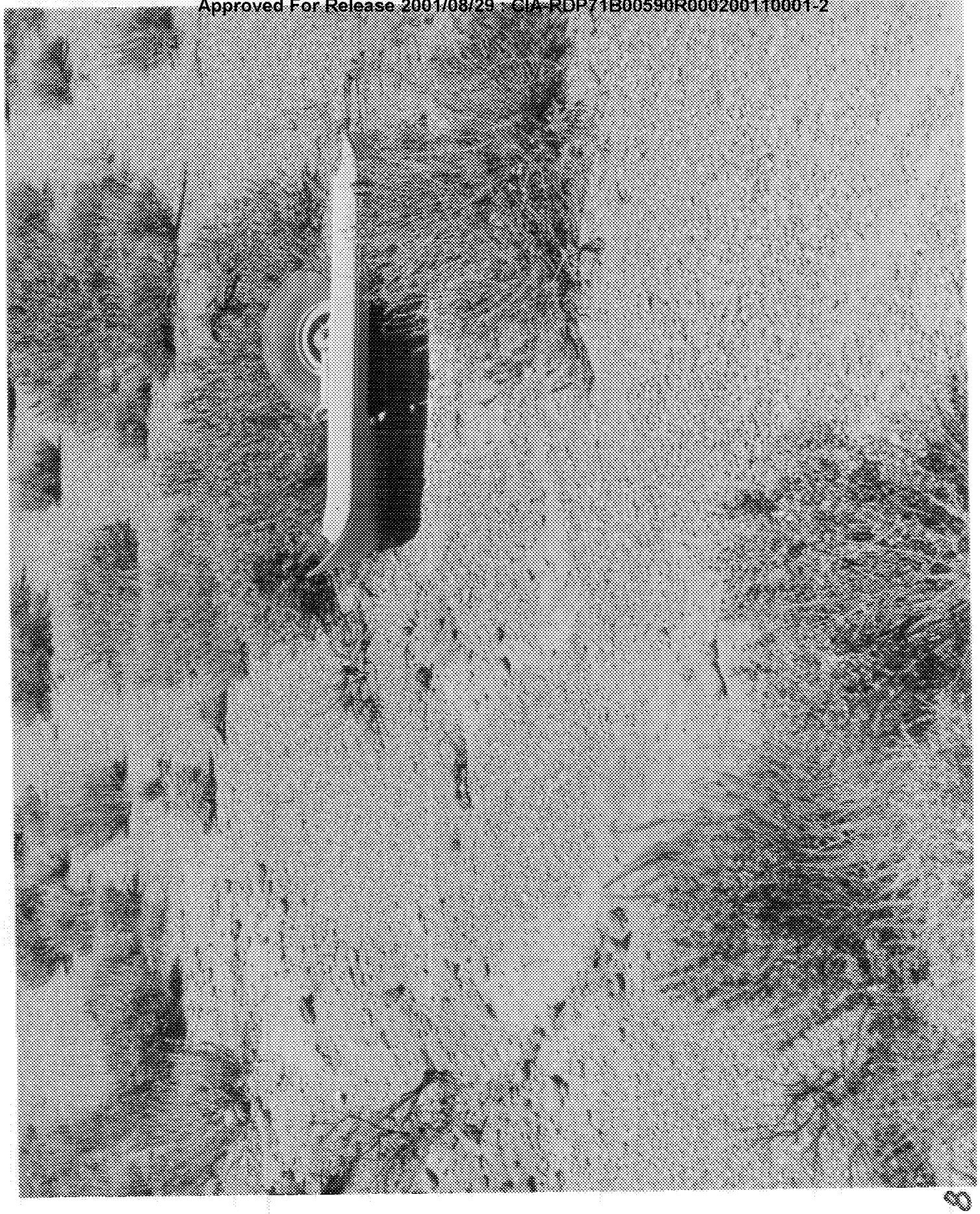

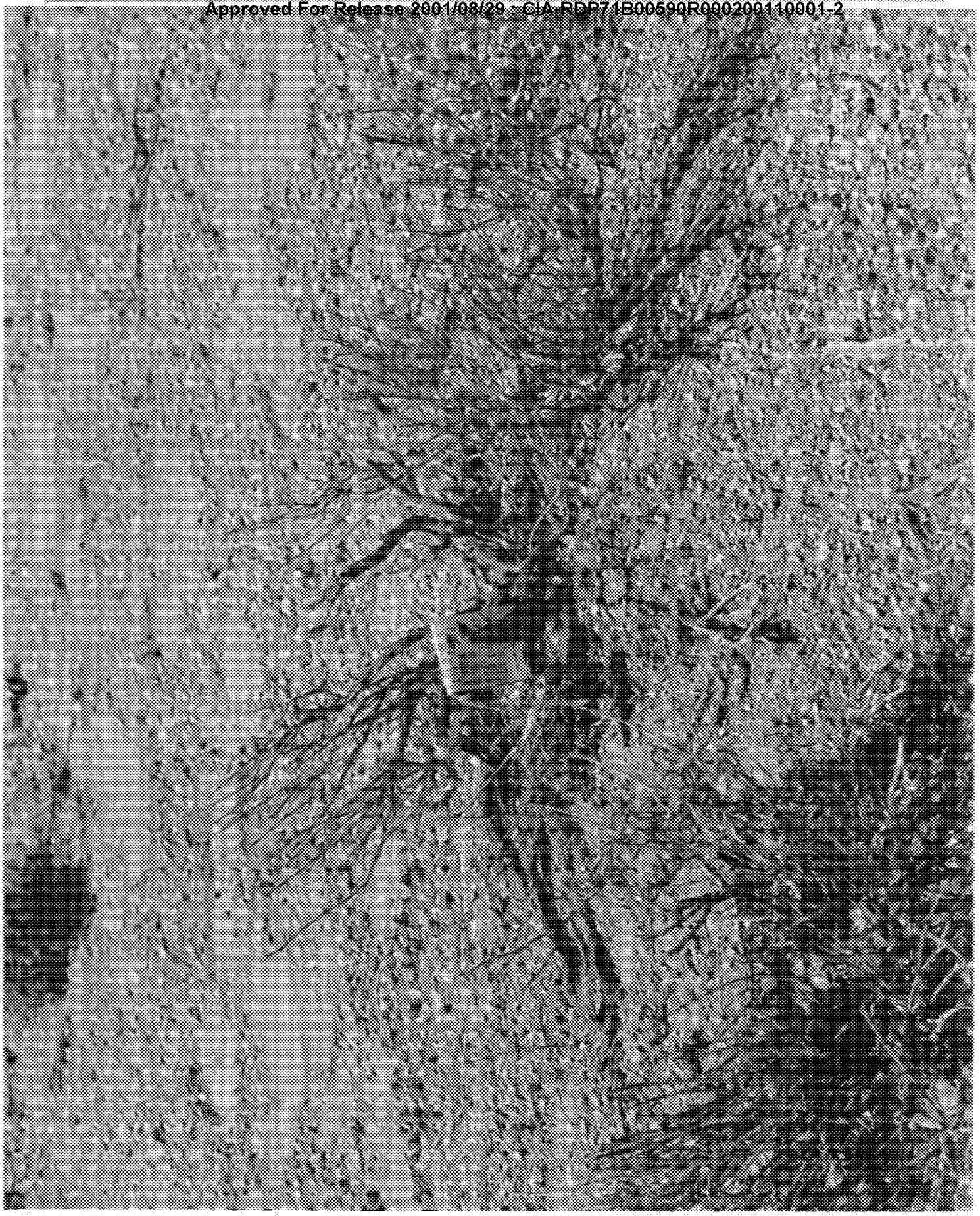

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